

Sea

AND PACIFIC MOTOR BOAT



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DIRECTION FINDER OPERATION
ENSENADA RACE ★ L. A. BOAT SHOW

NORDBERG "BULLETS"
selected to power the NEW **AQUA-SKIER** FLEET...



Correct Craft

To meet the specific demands for a fast, maneuverable boat for water ski operations, Nordberg has designed and produced the outstanding Aqua Skier. Among the many features of this speedy er is a newly developed "ski post", located at center line to facilitate maneuvering.

One hundred Aqua Skier hulls are now being produced . . . and to assure plenty of continuous power maximum maneuverability, every one of these boats will be powered with 110 hp Nordberg "Bullet" marine engines as standard equipment.

The Nordberg engines will give these well-built boats all the pulling power, fast get-away and responsive control to satisfy the most ardent water ski enthusiasts.

Chalk up another outstanding marine power job well done with NORDBERG!

NORDBERG MFG. CO., Milwaukee, Wisconsin

NORDBERG

GASOLINE MARINE ENGINES



WA

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All models* available in four popular reduction gear ratios . . . or in hydraulically-operated reverse and reduction gears in comparable ratios at no extra cost.

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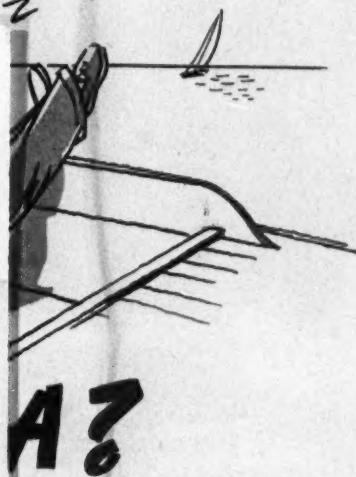
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NAVY IES



like many of us, has decided
call his broker tomorrow, or

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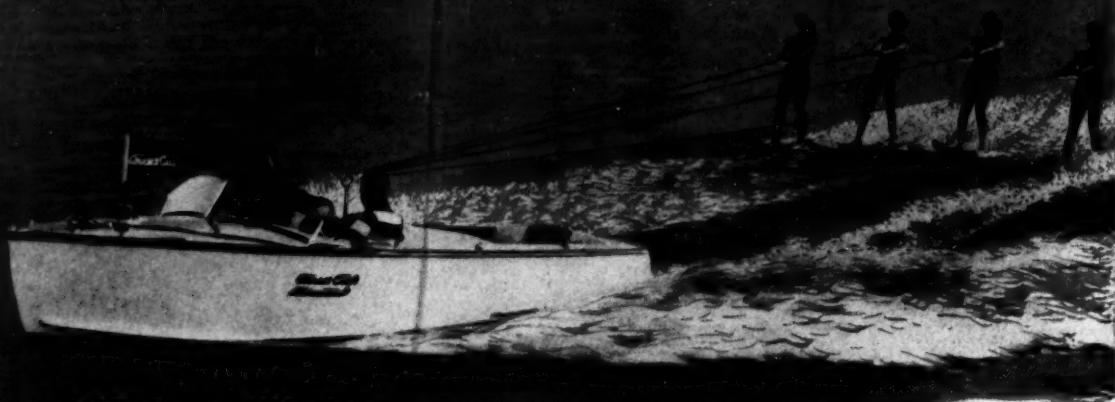
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NORDBERG "BULLETS" selected to power the NEW *AQUA-SKIER* FLEET...



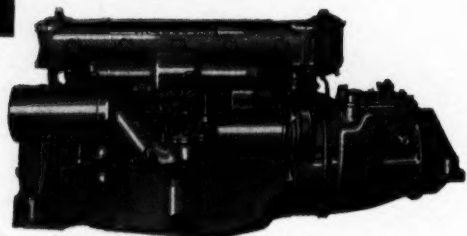
Correct Craft

To meet the specific demands for a fast, highly maneuverable boat for water ski operations, Correct Craft has designed and produced the outstanding new *Aqua Skier*. Among the many features of this speedy 17-footer is a newly developed "ski post", located at the deck center line to facilitate maneuvering.

One hundred *Aqua Skier* hulls are now being produced... and to assure plenty of continuous power with maximum maneuverability, every one of these new boats will be powered with 110 hp Nordberg "Bullet" gasoline marine engines as standard equipment.

The Nordberg engines will give these well-built boats all the pulling power, fast get-away and responsive control to satisfy the most ardent water ski enthusiasts.

Chalk up another outstanding marine power job well done with **NORDBERG!**



In addition to the **BULLET** model, which develops full 110 hp at 3400 rpm, Nordberg gives you a choice of five other models...

The **KNIGHT** (145 hp at 3200 rpm);
The **TARPON** (130 hp at 3000 rpm);
The **MARLIN** (110 hp at 2500 rpm);
The **ARROW** (95 hp at 3200 rpm);
and The **BLUEFIN** (95 hp at 3200 rpm).

All models* available in four popular reduction gear ratios... or in hydraulically-operated reverse and reduction gears in comparable ratios at no extra cost.

* (Except BLUEFIN)

NORDBERG MFG. CO., Milwaukee, Wisconsin



MAIL THIS COUPON NOW

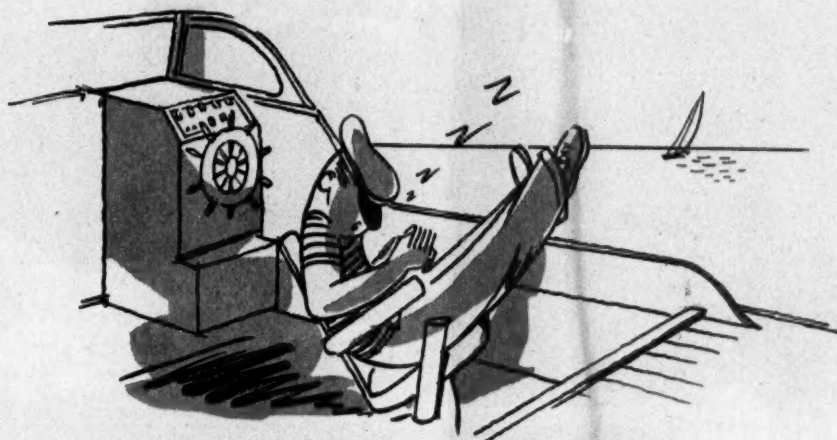
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MANANA?

Sure, Joe knows he needs insurance, but like many of us, has decided that there's no need to rush things, he'll call his broker tomorrow, or next week, when it's more convenient.

Unfortunately, disaster doesn't wait for people like Joe . . . it can strike anytime, so don't put off obtaining adequate insurance protection for both you and your boat.

C. KING BRUGMAN, *Manager of the Marine Division*

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Sea and Pacific Motor Boat

June, 1953

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CONTENTS

THE COVER PICTURE

—Photograph by Ken Oller
The Chris-Craft Cruiser Teprac makes a beautiful picture with the Tacoma Narrows Bridge as a background.

LOS ANGELES BOAT SHOW.....	Page 8
NEW PRODUCTS.....	Page 14
CARR INLET AND SECRECY.....	Page 18
THE RACE BEYOND THE SUNSET.....	Page 23
WEATHER STRATEGY IN THE HONOLULU RACE, By Robert M. Allan, Jr.....	Page 25
ENSENADA RACE BREAKS ALL RECORDS.....	Page 26
SIMPLIFIED DIRECTION FINDER OPERATION, By Herbert E. Blasler.....	Page 28
A NEW HARBOR AT ALAMITOS BAY.....	Page 29
NEW WHEELER CRUISER FOR MARLIN FISHING.....	Page 30
A VERY SMALL DIESEL CRUISER.....	Page 31
A RACING-CRUISE SLOOP.....	Page 32
ALL READY FOR THE CRAIG RACE, By Teddy Ackerman.....	Page 33
SAWYER TO DRIVE SLO-MO IV.....	Page 34
THE SEASON OPENS ON THE BAY.....	Page 36
APRIL IN BALBOA, By Robert M. Allan, Jr.....	Page 38
NEWS FROM THE FOUR CORNERS.....	Page 39
TRADE WINDS.....	Page 51



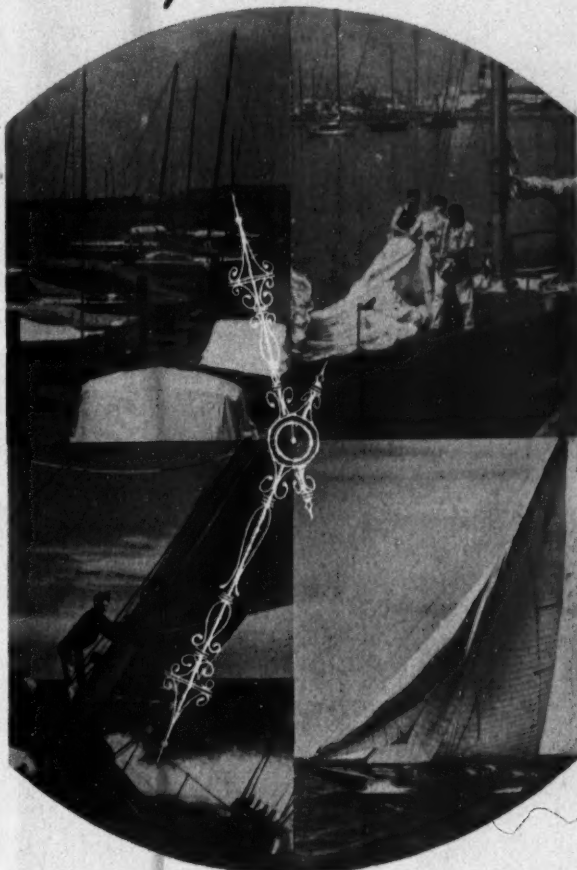
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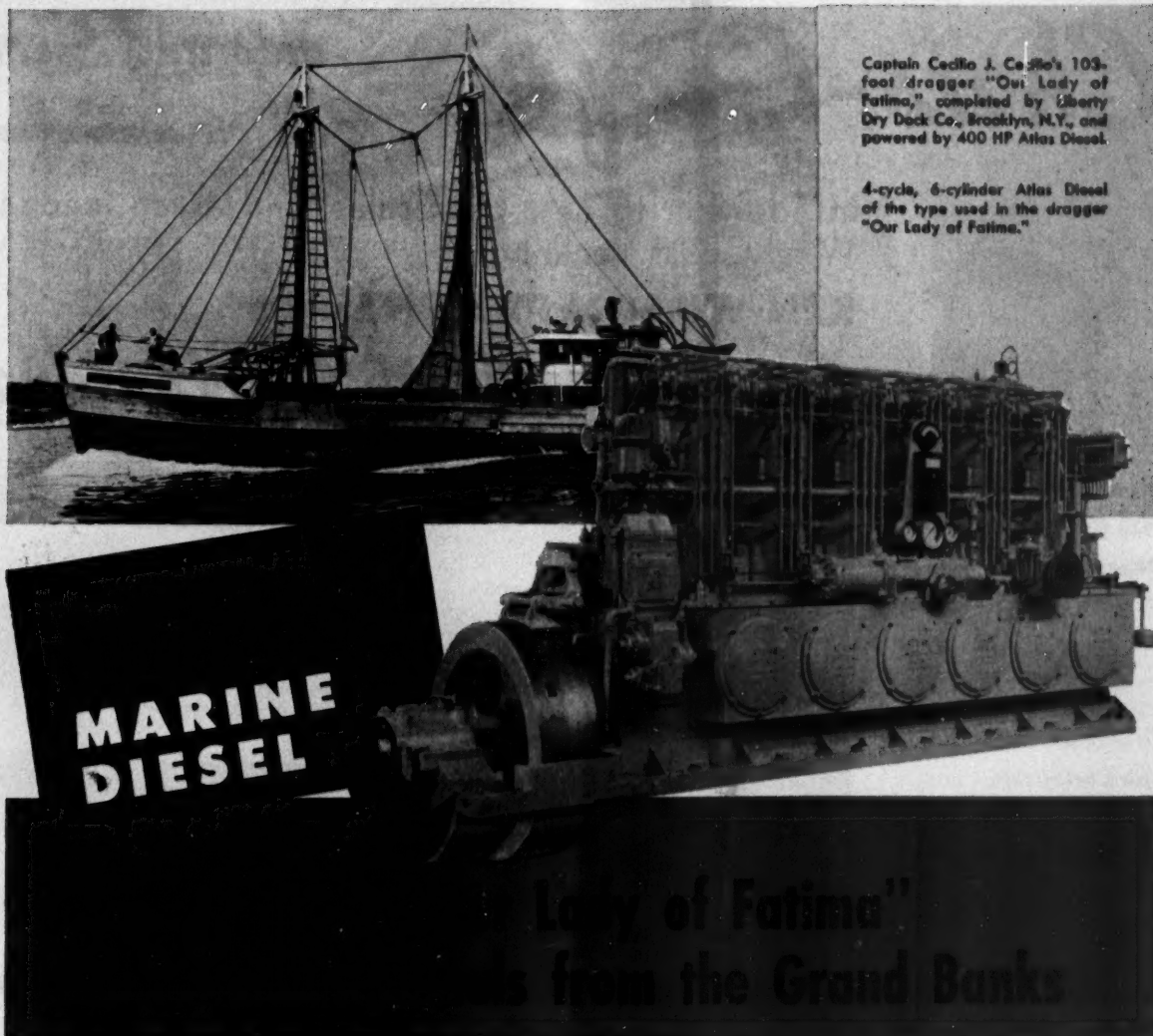


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Captain Cecilio J. Cecilio's 103-foot dragger "Our Lady of Fatima," completed by Liberty Dry Dock Co., Brooklyn, N.Y., and powered by 400 HP Atlas Diesel.

4-cycle, 6-cylinder Atlas Diesel of the type used in the dragger "Our Lady of Fatima."

**MARINE
DIESEL**

"Our Lady of Fatima"
from the Grand Banks

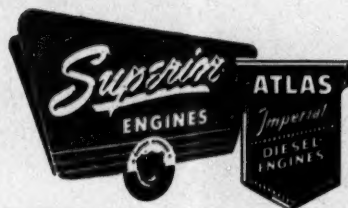
Since she was completed early in 1952, the dragger, "Our Lady of Fatima," has been fishing off the Grand Banks with outstanding success.

During her long round trips out of Gloucester the dragger's Atlas Marine Diesel has displayed the dependability for which Atlas Engines have always been noted.

When dragging for redfish "Our Lady of Fatima's" performance and maneuverability have convinced

Captain Cecilio that his choice of an Atlas Marine Diesel is paying off in record hauls.

Captain Cecilio's experience is typical of the success stories reported by users of Atlas and Superior Marine Diesels. When you want maximum fuel economy and always dependable power in any kind of fishing craft, ask your Superior-Atlas Representative about the service records of these versatile engines in every type of service.



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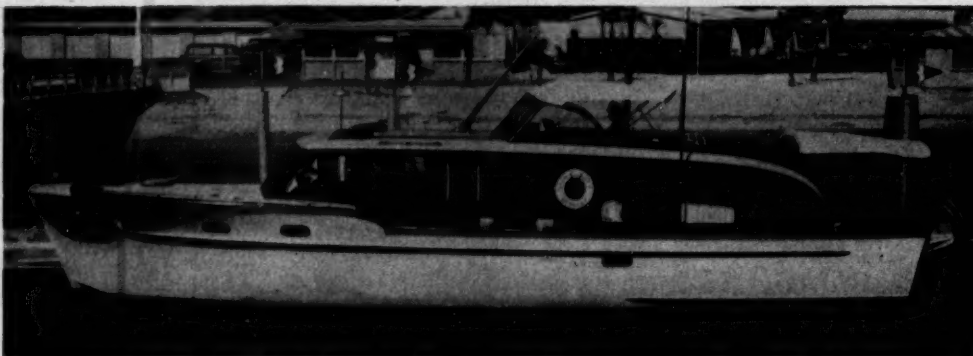
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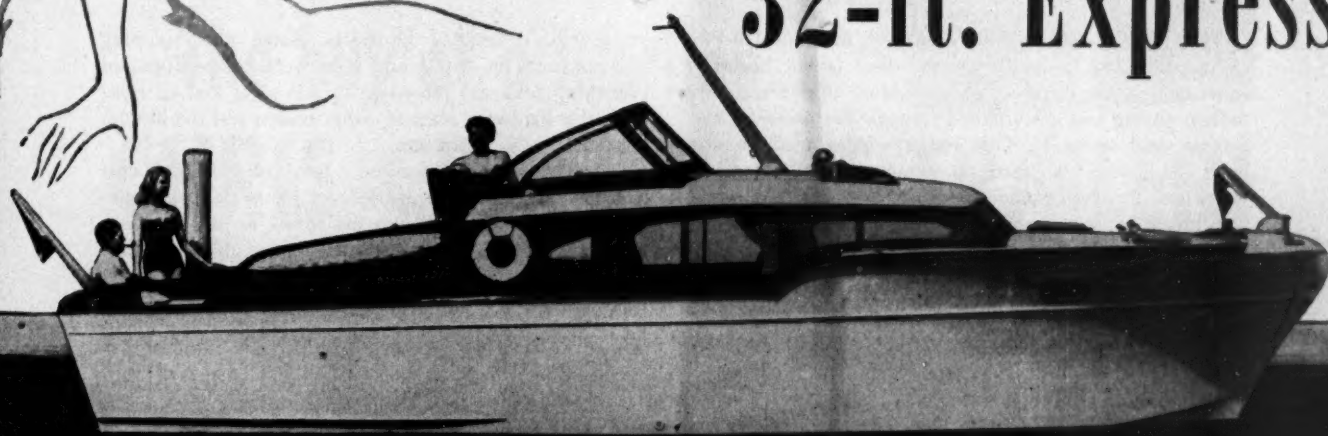
*World's largest makers
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New Chris-Craft 32-ft. Express!



THRILLING to see . . . exciting to own is this beautiful, new Chris-Craft 32-ft. Express Cruiser! Never before has a cruiser of this size commanded such admiration! Highlights of the new Thirty-Two include a spacious aft cockpit and wide covering boards leading to the forward deck (see illustration, left); colorful cabin interior with dinette, galley, forward stateroom, wardrobe and full-height toilet compartment; options of twin engines up to 290 h.p., speeds to 31 m.p.h. Visit your friendly Chris-Craft Dealer today for full details on this new Express and thirty-four other beautiful, new Chris-Craft. Buy *your* Chris-Craft NOW!

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CHRIS-CRAFT CORPORATION, ALGONAC, MICH.

MOTOR BOATS • MARINE ENGINES • BOAT KITS • BOAT TRAILERS



Wonderful for fishing, for week-ending, for off-shore cruising! The 32-ft. Express sleeps four.



Dinette converts into a double bed. Double stateroom is forward.



Fun of dining aboard begins here; galley with stove, sink and ice box.

WORLD'S LARGEST BUILDERS OF MOTOR BOATS



There was a very impressive display of boats and equipment at Los Angeles Boat Show at the Pan Pacific Auditorium from April 9th to 19th. Here is a small corner of it, with the Two Hunter Cruisers, the largest boats shown, facing the camera in right background.

LOS ANGELES BOAT SHOW

THE LOS ANGELES BOAT SHOW, held April 9-19 was believed to have been the third largest boating show held in the country this year. More than a quarter million paying customers passed through the turnstiles to inspect—and scores of them bought—from a choice of boats and boating equipment occupying every inch of space in the vast Pan-Pacific Auditorium.

While there were several exhibits of "name" cruisers, such as Owens, Hunter, etc., the real emphasis was on the smaller inboard and outboard boats, and particularly on the

sensationally-developing kit boats. There were six long aisles of boats on display and in between booths displayed everything from fire protection to seat pads, and all types of marine hardware, steerers, paint, trailers and the inevitable sport-fishing equipment.

It was the greatest boat show Southern California ever had and was impressive evidence of the tremendous interest in boating, coupled with the shows in San Francisco and Seattle, that old-timers and newcomers alike are show-

(Continued on Page 64)



The rest of this page is devoted to national and Pacific Coast personalities well known to the marine trades. Left to right: John N. Bergh, Sudbury Laboratory; Warren Newmark, Newmark Specialty Co.; R. K. Clark of Paul W. Hiller Co. Mike Ryan, Mrs. Ryan, Kenny Edwards and Bill Zug, all of Ryan Boats. Harry A. Esborg, Hollywood Boats; Jack DeKay, Marine Equipment Co.; Fred Mallig, Evindrude Motors. George A. Dudley and Mrs. Dudley, who just purchased a Hunter Cruiser at the show; Orval Lyon, Balboa Yacht Basin, who sold them the boat. Vern Butts, Fairships Boats. Dean Daves, Quality Sporting Goods; and Robert Easton, Chiles Boat Co.



Left to right: Wm. E. Adams and Elwood Peak, C. J. Hendry Chris-Craft Kit Boats. Joe Guion, Avalon Boat Stand and Glenn Duvall, Duvall's Sporting Goods. Robert Wharf, Sevilla Gearhard, Bill Gearhard and Jean Hagey, California Catamaran. Mrs. Grace Lofton and Carol Lofton, Ensenada Chamber of Commerce. Members of U. S. Power Squadrons in their booth. Hugh Welch, Engine Sales & Service.



Mrs. and Mr. Ted Drake, Drake Craft Boats. Peter Hancock, Glasspar Boats; George Culver and E. S. Dennis, Klassig Distributing Co. Paul Seaman, Martin Motors; Max Brenton and Chuck Nelson, Harry Wilson Sales Co. Edmond Kelly, Allied Products Engineering Corp.; C. M. Newson, Narmco Mfg. Co. C. W. Hyden, California Kit Boat Co.; and Ray Herdel, Century Boat & Tackle Co. W. G. Baird, Pres. Western Rubber Products Co. builder of Western Fibreglass Boats; W. S. Smith and Richard Baird of the same company.

James C. Conrad, James G. Cassou, Kam Kaemerer of McCune-Merifield; and Ray Herdel, Century Boat & Tackle Co. Elgin Gates, Mercury Outboard distributor; Fred E. Willis and Warren Atherton, Mercury dealers. Roy Yaurstone, Basin Shipyard; B. Crawford, Bendix Pacific, and O. T. Walkey, Owens-Pacific. B. W. Smith, U-Drive Boats; Larry Younglove, Cruizon Boats; Mahlon Miller, Stanford's, Inc., representing Ladd Built Boats. H. T. McCune and O. F. Baker, Johnson Motors; and B. H. Hebgen Co. R. P. Geddes, Bendix Pacific, and Paul W. Hiller.



Take your boat with you wherever you go!



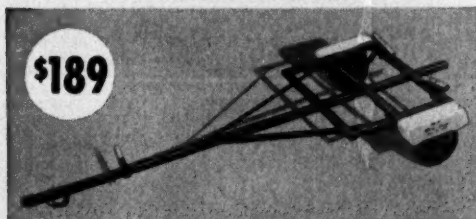
The buy of a lifetime... CHRIS-CRAFT BOAT TRAILER!



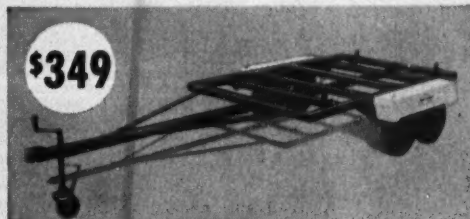
Model CC-300 Boat Trailer — 300-lb. capacity



Model CC-650 Boat Trailer — 650-lb. capacity



Model CC-1000 Boat Trailer — 1000-lb. capacity



Model CC-2200 Boat Trailer — 2200-lb. capacity



Fully adjustable wood bunks have sponge-rubber cushioning with vulcanized canvas cover, assure snug cradling of any boat. Angle of bunks is self-adjusting. Forward bunks (upper) are also adjustable fore and aft; and aft bunks (lower), crosswise. Cradle brackets of Model CC-2200 (and CC-1000, optional) accommodate a variety of boat cradles.



Individual wheel suspension, with conical springs and hydraulic shock absorbers (shocks extra for CC-300), insures a soft ride over rough roads with maximum clearance. Wheels have sealed Timken Tapered Roller Bearings and wide-base, high-speed tires. Model CC-2200 has tandem wheels, individually suspended, and tongue jack with caster wheel.



Streamlined fenders, braced by extensions of rugged chassis cross members, will support a large man! Color of trailers is blue and yellow over anti-rust prime coat. Trailers partially disassembled for easy shipment and storage. Extra equipment includes utility stake body conversion kit; boat roller; winch; adjustable tongue stand.

HERE are the finest boat trailers ever offered anywhere! Each custom-designed Chris-Craft Boat Trailer, with welded square-tubular steel chassis and tongue, gives you superbly smooth riding, sure trailing, flexible boat cradling and lasting durability! Read (left) about some of their many outstanding features! For more data, see your dealer or mail coupon for FREE folder. Buy your new Chris-Craft Boat Trailer NOW!

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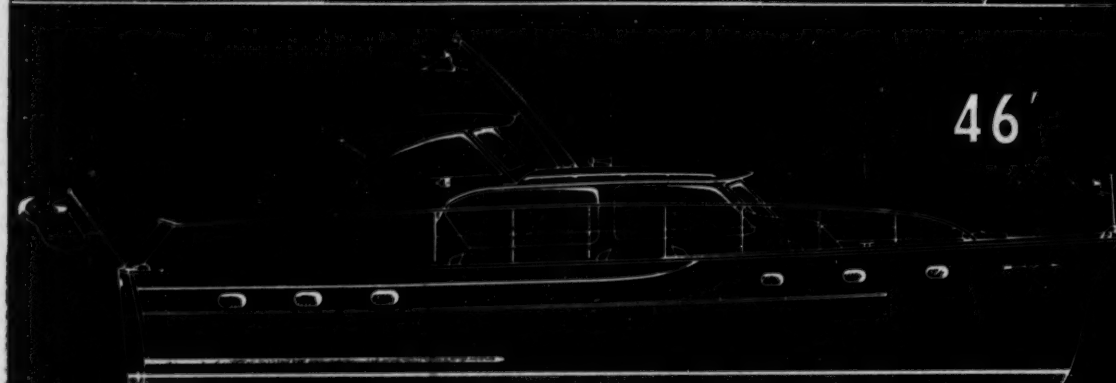
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Electric Starter Model with built-in reverse gear. Also available with reduction gear and other accessories at extra cost.

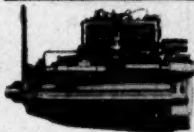
SAVE AT LEAST \$135 OVER COMPETITIVE POWER



UNIMITE FOUR 65 HORSEPOWER

Electric Starter Model with built-in reverse gear. Also available with reduction gear and other accessories at extra cost.

SAVE AT LEAST \$160 OVER COMPETITIVE POWER



UTILITY FOUR 25 HORSEPOWER

Electric Starter Model with built-in reverse gear. Also available with reduction gear and other accessories at extra cost.

SAVE AT LEAST \$135 OVER COMPETITIVE POWER



SUPER FOUR 50 HORSEPOWER

Electric Starter, Direct Drive. Also available with reduction gear and other accessories at extra cost.

SAVE AT LEAST \$200 OVER COMPETITIVE POWER



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Electric Starter Model, Direct Drive. Also available with reduction gear and other accessories at extra cost.

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BAY AREA HAS SPORT FOR EVERY SKIPPER

Whatever you are — ardent fisherman, racing sailor, or weekend-cruising fan—San Francisco Bay offers plenty of opportunities for your favorite water sport.

Right now most skippers are tuning up their craft for the Pacific Coast Yachting Regatta, last held in the Bay Area in 1949. One of them passed along a tip that's worth remembering: When you are trying to locate your position on a chart, don't count on buoys maintaining their exact position. It's a lot safer to navigate by soundings and bearings referred to fixed objects on shore.

Besides the regatta races, the bay has hundreds of miles of shoreline for leisurely exploring, many coves for overnight anchorage, and exciting fishing. Local anglers advise fishing for striped bass near the Richmond-San Rafael ferry route this time of year. They use sardines or feather jigs to land the "stripers."

Whether you're fishing or roaming, RPM DELO

Heavy Duty Lubricating Oil will give top protection to your diesel or heavy-duty gasoline engine. It's compounded to keep your engine clean and to protect it from rust, even when your boat is secured between weekends. In the Bay Area, there are 8 Standard Marine Stations (red dots on map), to serve you... part of the 273 stations located conveniently from Mexico to Alaska.



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Complete line of cable and wire with patented **FLOWELD** construction. All terminals **SOLD BRASS**, entire cable one conductor from end to end.

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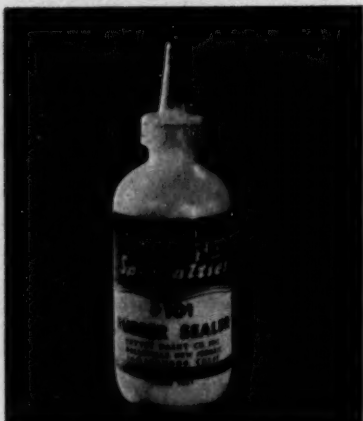
NEW PRODUCTS

BLUDWORTH MARINE

Bludworth Marine, one of the nation's pioneer manufacturers of electronic navigational equipment, announces the improved Model DF-30A Port Pilot Direction Finder now occupies less space aboard. Also popular is the DF-1029A three-band DF, featuring the exclusive "Nuldikator." Bludworth also produces the meter type Depthometer, first developed in 1941.

WIRE SPLICING

Yachtsmen can now splice their own wire rope with a new simple splicing kit containing (1) chrome plated vise; (2) two chrome-plated Marlin spikes; (3) chrome-plated wire cutters; (4) 28-page illustrated manual; (5) mahogany seaman's chest; (6) silver inscription plaque. Write *Sea and Pacific Motor Boat* magazine, 815 Witmer St., Los Angeles for information.



Rubber Sealer is a new product of Pettit Paint Co. that is just right for sealing cracks in decks that come so often when a hot sun beats down for a few days. Often these are too small for regular seam compound but do cause leaks. Rubber Sealer makes them tight and can be applied direct from the container.



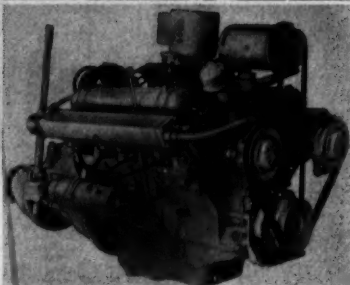
"Silver Beauty," Model 220, will charge all 6 or 12 Volt batteries. Manufactured by Triple-A Specialty Co. of Chicago, it is a portable fast charger, particularly adapted for marine use. Distributors and dealers are now being set up all along the Pacific Coast.

PACOAAT — SOMETHING NEW

Yachtsmen are showing a great interest in a new product, Pacoaat, a plastic coated wire rope for guard lines, standing rigging. It is exceptionally tough, of Vinyl plastic of high abrasion, weathering and electrical resistance. It is ideal for permanent backstays, topping lifts and other standing lines where chafing is a problem. For further information, write *Sea and Pacific Motor Boat* magazine, 815 Witmer St., Los Angeles 17.

NEW BOARDING LADDER

A NEW type marine boarding ladder is now available to boating people—the EEz-In ladder, manufactured by the Garelick Mfg. Co. It is light and easy to Sudbury Laboratory has brought out an automatic Pilot that has some new and distinctive features, such as an electrically operated rudder angle indicator and an adjustable delayed action, so that the pilot can be adjusted to meet adverse sea conditions. It is extremely simple to operate.



Oico Motors Corporation has produced this simplified Ford Marine Conversion, which is enjoying great success with rising sales throughout the country.

"Boats Today" is an interesting booklet recently printed by Universal Motor Co. containing 101 designs of virtually every type of pleasure boat, power and sail, by leading naval architects.



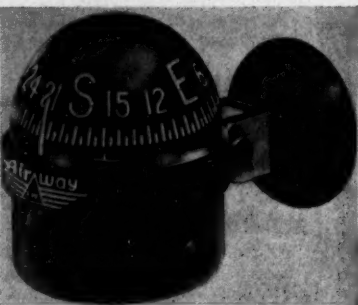
handle, yet sturdy and built for use. It is constructed of aluminum tubing and reinforced with hard birch dowels. The hooks are protected with a fine grade of White Rubber tubing. The ladder is four feet in length. Designed by a water skier for use by skiers, the ladder is ideal for boarding swimmers. For further information, write *Sea and Pacific Motor Boat* magazine, 815 Witmer St., Los Angeles 17, Calif.

RIGIDGLAS

A SAN DIEGO firm is announcing a new type of Fibreglas material, ideally suited for construction of bait tanks for sportfishers. The product, trademarked as Rigidglas, is being distributed by the Allied Products Engineering Corp. of Los Angeles.

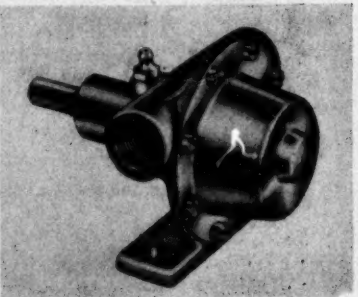


Basic causes of battery failure are evaporation, corrosion and overcharge. Hydrocaps, by Industrial Research, Inc., Miami, Fla., contain a catalyst that converts escaping hydrogen and oxygen into water. Corrosive acid fumes are washed back into the battery, keeping the acidity at proper level.



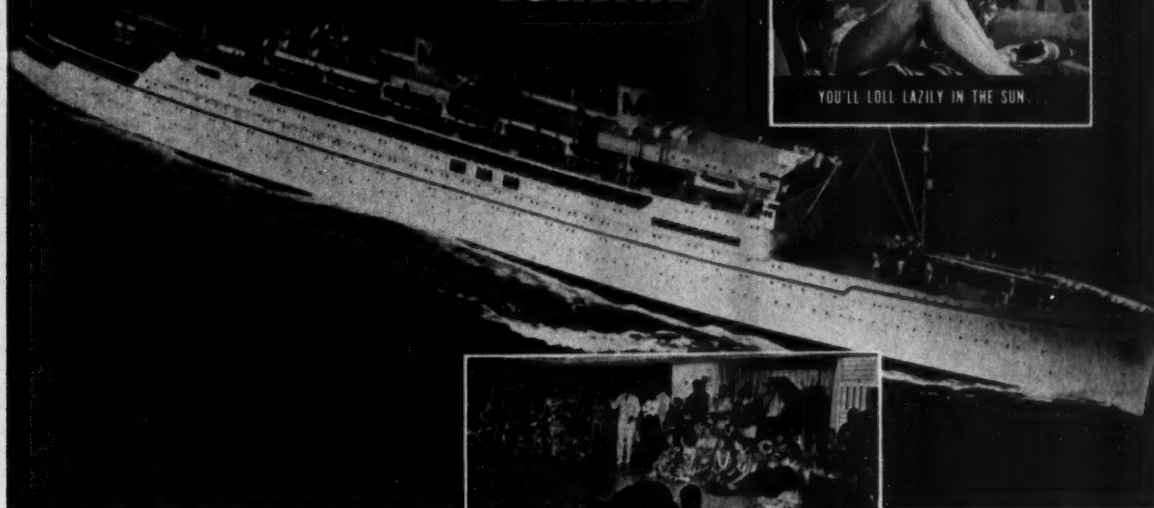
The Airway Compass, made by West Air-Way Corp. of Los Angeles, is extremely low-priced and yet is an efficient compass on any craft, big or little. Many owners equip their power launches, rowing or sailing dinghies with them, as well as the larger boat.

The Neovane pump, manufactured by Lee Healey Co., features an exclusive tapered elliptically shaped impeller housing to cushion the sudden impact as it encounters cam portion of case. It comes in three sizes: 3/8", 1/2" and 3/4".



Yachtsmen!

SAIL HOME FROM THE HONOLULU RACE ON THE LUXURY LINER LURLINE



RELAX AND PLAY FOR 4½ CAREFREE DAYS

Savor the joy of the sea in a different way from your thrilling race to the Islands... while others man the wheel and chart the course and wait on you hand and foot! Wherever you go on this spacious ship... from her fine new swimming pool to the Outrigger Bar many decks below... you'll find her beautiful, comfortable, and filled with congenial shipmates eager to hear the yarns you spin about your race. And you'll doubly enjoy the special events of a LURLINE homebound voyage... events that are planned to give passengers the feeling of bringing home a bit of Hawaii with them. Your transportation, accommodations, food and fun are all included in your fare. Minimum first class \$145 plus tax.

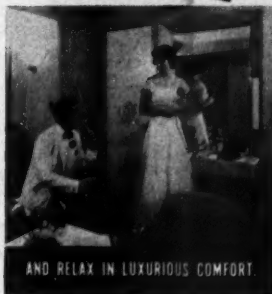
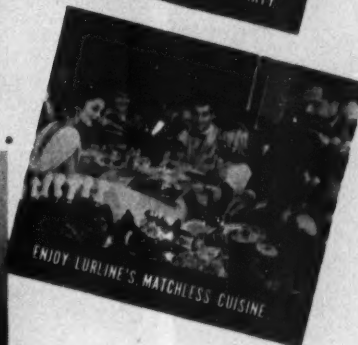
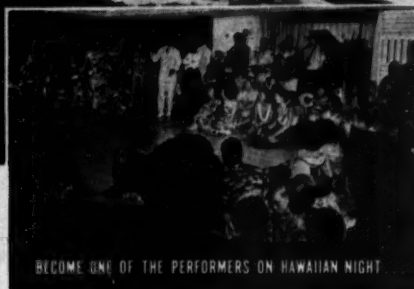
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Pep it up with improved

SHELL OUTBOARD MOTOR OIL



Outboards "get up and go" with Shell's Outboard Motor Oil—and they *keep* going! That's because this improved oil actually maintains "new engine" cleanliness *while it lubricates*. Cleans sticky, gummy moving parts; keeps plugs and exhaust ports from fouling.

Yes, balky motors come "clean as a hound's tooth" with improved Shell Outboard Motor Oil. No more exasperating "slow starts"; no more sputtering "stops" just when the fish are beginning to bite. You hear just the sweet, dependable hum of a motor that will get you where you're going—every time!

Two more reasons you'll like Shell Outboard Motor Oil



Half-pint measures marked in bold yellow make it easy to mix just the right amount of Shell Outboard Motor Oil with gasoline—a must for top performance.

Shell's new snap-on replaceable cap seals out dirt from the unused portions of the oil—prevents loss from spilling.





Owens '31' Flagship Express. An ideal cruiser. Sleeps six in two-cabin privacy. Husky, seaworthy, dry. Speeds up to 30 m.p.h.

Look to ... Seaworthy and Seakindly



Owens '31' Flagship Sedan. Revel in roominess! Lustrous mahogany and bright chrome. Able and seaworthy. Two cabin privacy.



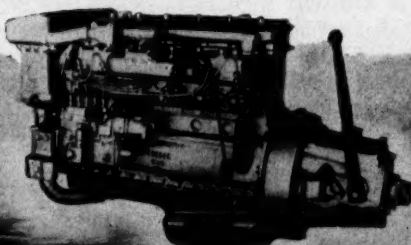
Owens '21' Assembled Kit Craft. Fast, roomy, inboard or outboard cruiser. Sleeps two, galley, "head." Completely finished or assembled hull and cabin from \$990.



Owens "25". Here's an express cruiser new thousands can afford. Solid mahogany planking, speeds up to 40 m.p.h.

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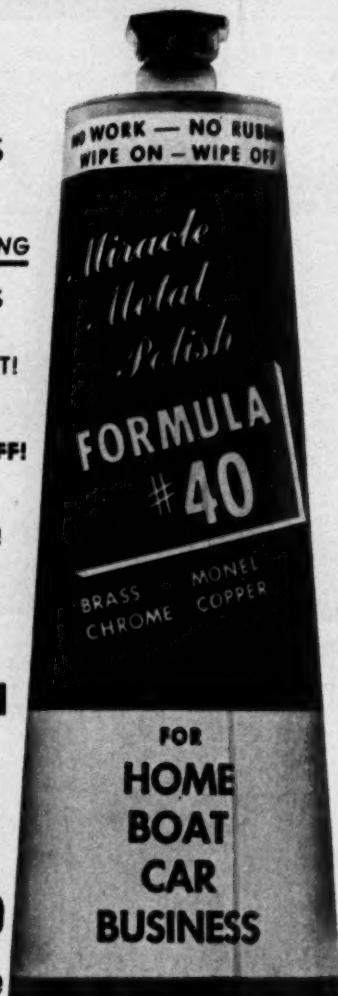
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CARR INLET and SECRECY

A FEW months ago the Navy threatened to take over Carr Inlet, near Tacoma, as a sonar testing base. Residents of the inlet, and boating people who use it during most weekends, protested vehemently, and the Navy agreed to look elsewhere. Then a short time ago the Navy moved to take it over anyway. In response to a telegram to a Tacoma "Citizens Save Carr Inlet Committee," the Navy claimed it is the only location that will meet the minimum requirements.

The Committee has said that if the Navy can honestly show that it can operate only in Carr Inlet and can prove that an impartial survey has been made of the many good alternative suggestions for location, the Navy and its program will be welcomed. It points out, however, that by the Navy's own standards, presented at a former hearing, Carr Inlet does not anywhere nearly meet these standards.

The Citizens' Committee also wants to know exactly what alternative sites were examined and exactly what was wrong with them. They point out that sonar is not secret; therefore, there is no reason in the world why the full details should not be made public. But if the Navy does try to retreat behind secrecy, then the Committee feels that the details should be shown to some Senator it may designate and let him judge.

The Navy claims it will cause minimum inconvenience, yet it demands no less than 150 clear days a year in which it will close the Inlet. This, in the Committee's eyes, constitutes virtual yearly restriction.

Already 38 per cent of Pierce County, in which Carr Inlet and Tacoma are situated, is Federal-controlled property. Tacoma citizens bonded to buy Fort Lewis property and turned it over to the Government for a fort. McChord Field was formerly a Tacoma city airfield, and was turned over to the Air Force entirely FREE. Therefore, Tacoma claims with considerable justice that it always stands ready to meet reasonable government demands and to put its hand into its pocket to help.

In the case of Carr Inlet it feels that the Navy is not making the facts public because there seems to be something the Navy is anxious to conceal. Could it be that Carr Inlet is closer to cities, has many houses of residents that can be taken over, and is therefore more comfortable for Navy personnel than uninhabited inlets?

The sudden taking over of the inlet, without further warning, smacks of somewhat dictatorial exercise of power. It is not in the traditions of our democracy.

This matter is not a private conflict between the Navy and a small group of civilians. If it should turn out that the Navy is acting arbitrarily, it is not the rights of just a small group of civilians that are being disregarded. We must remember that disregard of the rights of any civilians is disregard of the rights of ALL civilians. Once the method is established, nobody is safe from injustice. We do not say that the Navy is acting arbitrarily—yet—but it certainly has a lot of explaining to do, and if it does not come out into the open, we shall have to form our own opinion. So will everybody else.

FOR COMPLETE RELAXATION WE JUST STEP ABOARD OUR *Stephens*



Spacious galley was high on Mona Power's priority list.



Say Mr. and Mrs. J. B. Power of Vancouver, Washington — Owners of the 34-foot Thoosa.

"The course we steer aboard our Thoosa is the course toward complete relaxation and enjoyment of a very fine boat.

That's how John and Mona Power feel about their Stephens. For them it's the climax of 40 years of boating together on Puget Sound and the Columbia River . . . studying cruisers all the while and planning for one of their own.

"When we were ready we knew what we wanted," John says. "Sound, honest construction, comfortable living space, the ability to 'go outside'—and a boat either of us could handle alone. A big order, but the Stephens Brothers gave us all that and more!"

J. B. Power is general manager of the Vancouver Plywood Co., flies the burgee of the Portland Yacht Club on his cruiser. Of the *Thoosa* he adds, "It's gratifying when people who know boats come aboard to look us over, and depart exclaiming praises for our choice of a Stephens."



As an old-timer, Mr. Power likes to chart his own cruises.



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shells on this
bottom."**

When a painter applies SINGAPORE on a bottom in the spring, he knows from experience that the bottom will be clean in the fall . . . not a vestige of fouling of any kind. That is a case history of every boat on which SINGAPORE is used. There is no other bottom paint like it . . . nothing as effective.

While SINGAPORE costs more per gallon than conventional bottom paints, it is well worth the difference in price. It affords

absolute protection from water-wear, worms and fouling and lasts for the entire season.

And SINGAPORE also makes the perfect boot-topping. Surface slime does not adhere and can be readily washed off. The bottom paint can be car-

ried up as a boottop or striped with a contrasting color. SINGAPORE comes in bright green, brilliant red, medium blue and black. Send for the descriptive color card.



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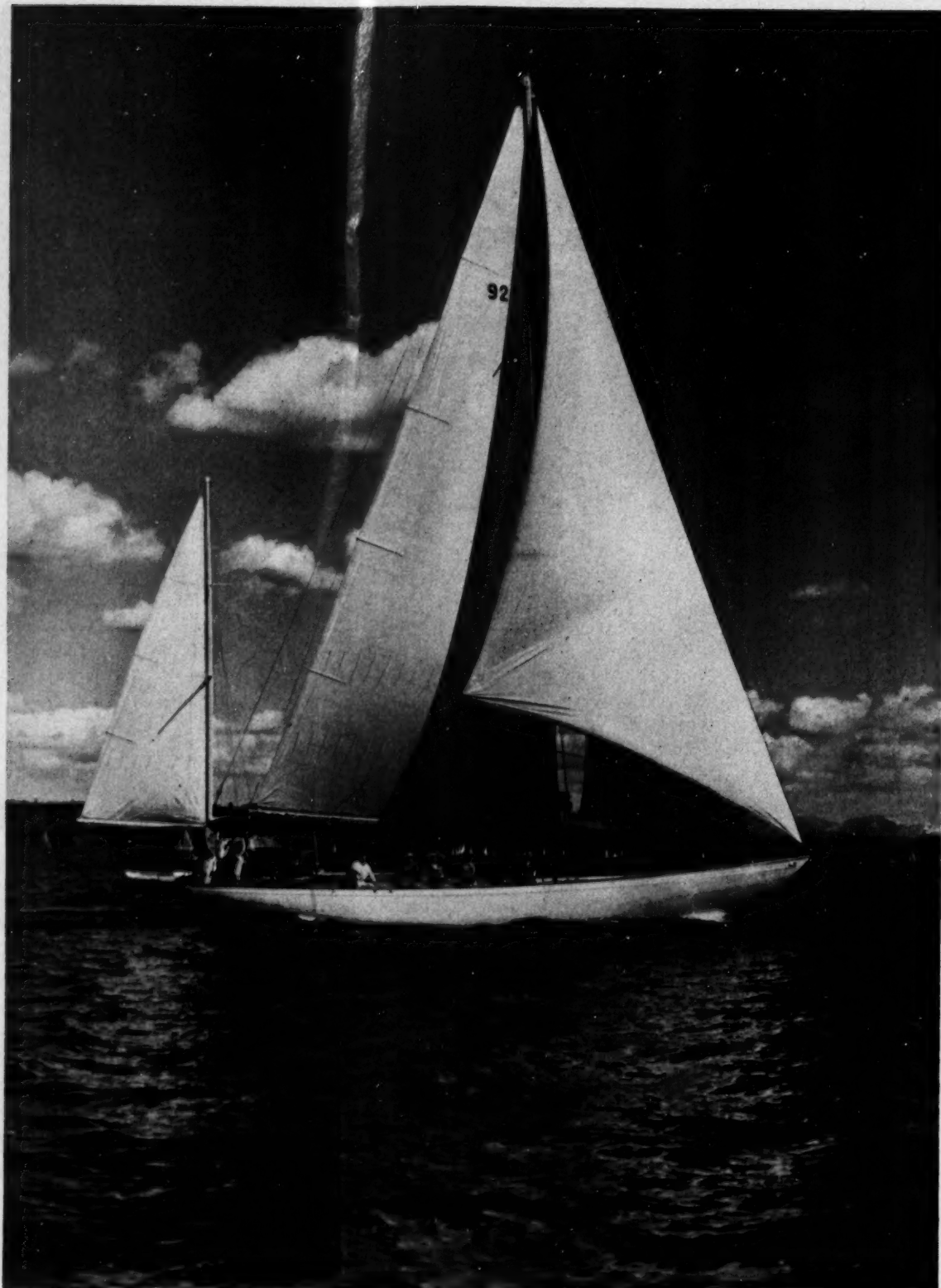


WORLD'S LARGEST MARINE PAINT MAKERS

JUNE, 1953

SEA and PACIFIC MOTOR BOAT

21



—Photograph by Ken Ollar

The 59-ft. yawl Adios is one of the dark horses of the coming Honolulu Race. She was in California for several years before Dr. Carl D. F. Jensen of Seattle bought her about two years ago, and he is the only one who has raced her consistently. She has the appearance of great speed and her design is by Sparkman & Stephens, so she is greatly feared by the other contenders. She will have a very fine crew of some of Seattle's best racing men.

THE RACE BEYOND THE SUNSET

ULYSSES told his followers he fain would sail beyond the sunset, and the Odyssey states that he tried very hard, but could not match the pace of Apollo's steeds. Be that as it may, the fact is that our Honolulu racers do sail beyond the sunset, the sunset that is of the dwellers of continental United States. And, like Ulysses, they finally come to a fair land, so beautiful and peopled by beings so hospitable that they return again and again, every two years.

On July 4th at 11:00 A. M. again there will be the start of that Odyssey off Los Angeles Harbor that had its beginning in 1906 and which has been gaining momentum and interest ever since. The story of its inception is well known to most of you, but we shall review it very briefly for those who have never heard it.

For several years Clarence MacFarlane of Honolulu tried to interest yachtsmen of the Pacific Coast in a race to the islands, but without results. These men liked the idea of the run down the Trades, but did not enjoy the thought of the long uphill trek home. Finally, in the winter of 1905-6 MacFarlane persuaded several owners in San Francisco to race against his 48-ft. schooner *La Paloma*, which he agreed first to sail to the Bay City to prove that the traverse to the coast was not bad at all, for his boat was considerably smaller than the prospective entrants on the mainland.

The earthquake and fire took place while *La Paloma* was on her way, and it prevented any of the San Francisco men from going in the race. But Commodore H. H. Sinclair of the South Coast Yacht Club of San Pedro advised Mac that if he would come South, he would race him to Hono-

lulu with his 86-ft. schooner *Lurline*. Meantime the 110-ft. ketch *Anemone*, owned by Charles L. Tutt of the New York Yacht Club, arrived in San Pedro after a passage through the Straits of Magellan. Tutt was on a world cruise, with his next port Honolulu, so naturally he agreed to make a race of that leg and the three boats started on June 11th, 1906. *Lurline* won on both actual and corrected time, *Anemone* was second and *La Paloma* third. Last place was not a fitting reward for Clarence MacFarlane's efforts, but he lived to see 34 starters in the 1947 race, which still stands as the greatest number, and he became known as "The Father of the Honolulu Race."

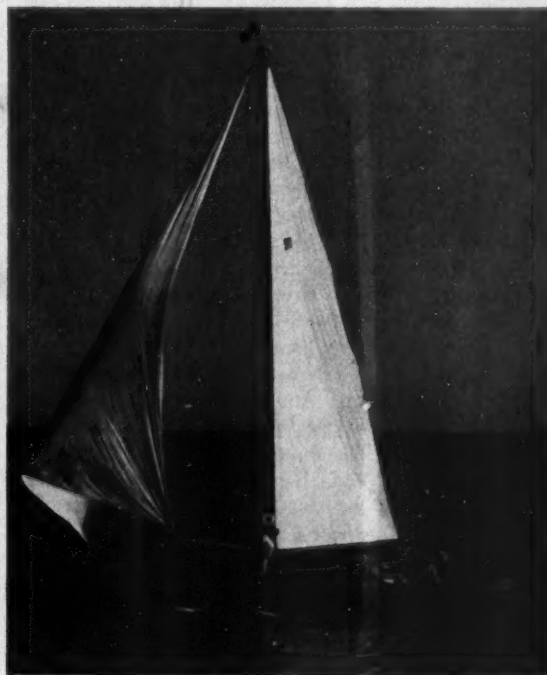
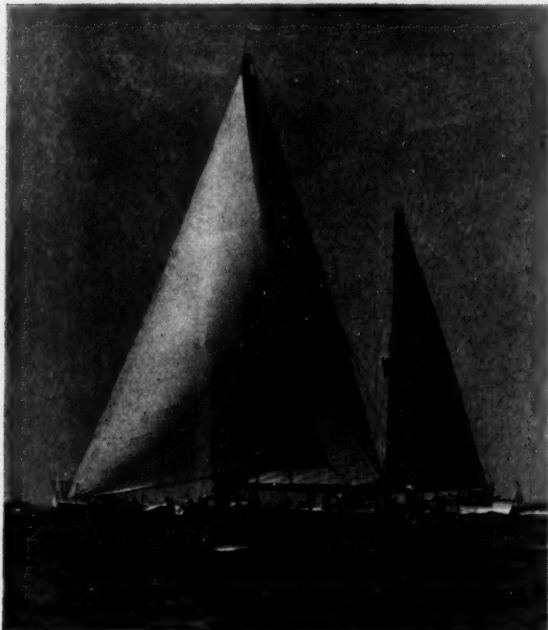
The race is under the jurisdiction of the Transpacific Yacht Club, organized in 1928. Its present Commodore is Capt. J. G. Johanson of San Diego and Chairman of its Race Committee is Ira Prentiss Fulmor, 6265 San Fernando Rd., Glendale 1, Calif. It is to him that entries should be sent, but time is getting short, as they close on June 10th, 1953.

Our space is too limited for further historical wanderings, but those who are interested can find a complete and well-written account in the book, "Ocean Racing," by Alfred F. Loomis, published by Yachting Publishing Corporation, New York.

Many factors conspire to make this event a memorable one in the life of a lover of canvas. First, the contest is perfectly handled by veterans at both ends, and so smoothly does it run that you are hardly aware that any machinery is turning over. Second, it is a delightful summer sail, and

S. L. Wagner's 38-ft. sloop *Know How* was designed a few years ago by the veteran Matt Walsh for his own use. She is known to have great speed in the prevailing weather conditions of So. Cal. She lost her mast in the recent Ensenada Race, but should have plenty of time to secure a new one before July 4th.

—Photographs by Beckner
Tucker McClure's 61-ft. ketch *Chiriqui* combines to a remarkable degree the qualities of great steadiness in a seaway with speed and ease of handling. She is one of the favorites and took third place in 1951. Recently she was on hand to take off the crew of the sinking *Maaroufa* near Ensenada.





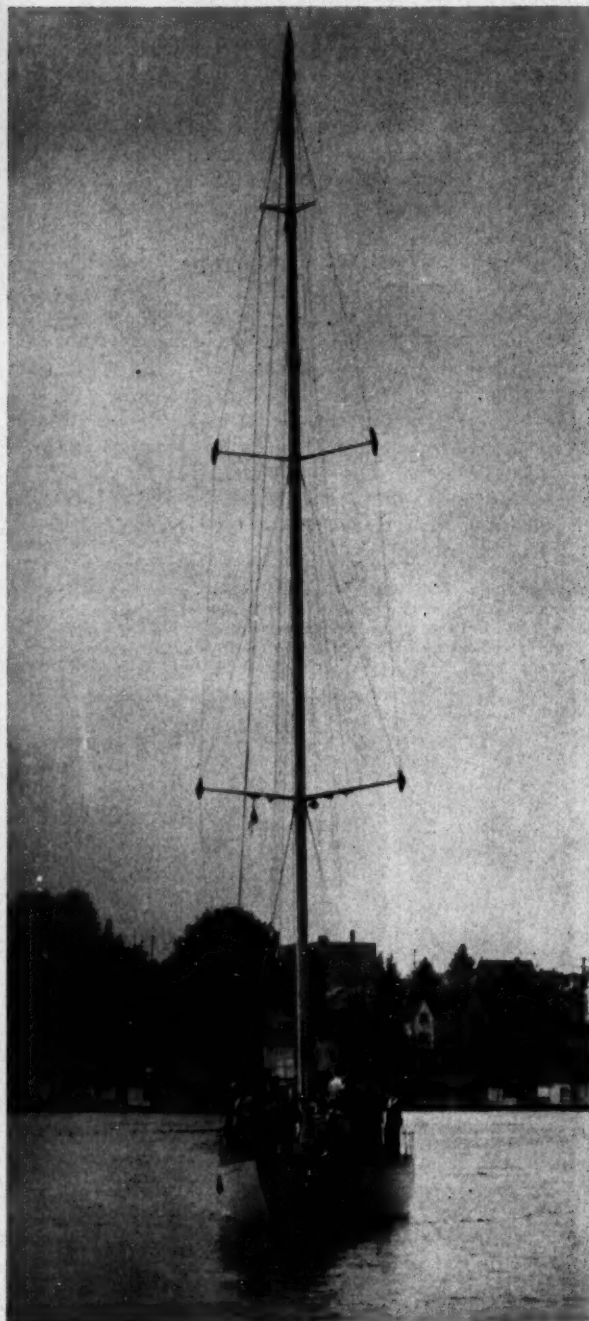
Bill Stewart's 67-ft. yawl Chubasco is one of the very strong favorites. Her crew has done a great deal of experimenting recently with her rig, ballast and trim. It is still too early to tell the effect of these changes, but her rating is said to have been reduced by about four points.

finally, there seems to be no type or rig of boat that can be sure of winning. The truth of the old saying that "any old wagon can travel downhill," is beautifully exemplified in the Honolulu Race. Fully 80% of the going is off the wind, and we all know that most of the efforts of naval architects are concentrated on speed close-hauled. Boats of heavy construction, with inside ballast, solid spars and even not very shapely sails have done well, so there is no way of taking out a copyright on this event. This encourages anybody with a craft in good condition to enter with the knowledge that his chances are almost as good as those of the owners of the latest creations of our top naval architects. We can't say that the slower boats have just as good a chance as the "gold platers," but it is surprising how many boats have won that were never even mentioned in the pre-race dope. The old *Lurline* was no match boat-for-boat for the new, light-stepping *Seafarer* in 1912, yet the former won without recourse to her time allowance. In 1928 many experts were heard to opine that Clem Stose's *Teva* made a fine houseboat, but could hardly be expected to do much, only to be confounded by her big margin on corrected time. And when we come to the 1932 race, in which only two boats competed, the surprise was the biggest of all. The morning of the start off Santa Barbara saw a very light breeze, in which the *Mollilou* ghosted away from the apple-bowed *Fayth* and was out of sight when *Fayth* had barely covered a hundred yards. Nevertheless the smaller boat was many hours ahead at Diamond Head! She was only 44 ft. to the *Mollilou's* 56. The answer was simple—*Fayth* enjoyed far better winds. And in 1947, when the rather heavy and under-canvassed *Dolphin II* carried off the honors against a veritable flotilla

of speed-burners, then we knew that this race will always be clouded in uncertainty. You can't tab the winner beforehand. That is the biggest factor in swelling the entry list. It gives the race a fascination that induces owners to try again and again with the same boat. They know that their craft are never outclassed, that they can win next time if they can just solve the weather reports more effectively, if they can get a better crew, if they can make the boat

(Continued on Page 66)

—Photograph by Seattle Times
As time goes on the experts seem to think better of the chances of Howie Richmond's and Max Wyman's *L'Apache* from Seattle. Two years ago she lost a very good position in the race when Ted Sierks fell overboard. Before that she was a very serious threat for first place on corrected time.



WEATHER STRATEGY

in the

HONOLULU RACE

By **ROBERT M. ALLAN, JR.**
Former Air Force Weather Officer

EVER since the first Honolulu Race in 1906, the topflight yachtsmen interested in this longest of ocean races have been trying to solve the problem of obtaining favorable winds along the 2,250 mile course. As a result of the 40 years of historical weather maps drawn by the US Air Force and the continued cooperation of the US Weather Bureau, the Transpacific Yacht Club has been able to offer the Honolulu racers weather data since World War II which has made the race a faster, safer and more evenly contested event. Again in 1953 weather data will be furnished daily to the racers for their own analysis in line with the "weather classes" held ashore just prior to the Race. Some of the more important problems to be considered by these alert sailors are:

1. Will the normal westerly breeze fill in the Channel off Catalina Island at the start? If the breeze will make itself known by 1 PM PDST and hold for four hours, then the boats will chance a beat to windward around Catalina's west end, otherwise a gamble on the east ends of Catalina and San Clemente Islands with the attendant "lees" might be worthwhile.
2. The exact position of the "trade winds" off shore is the next problem. If the "mountain of high pressure" on the weather maps is far north with little pressure differential between the high and the low in the Gulf of California, then the "trades" will be weak and far off shore. The gradient or spacing of the isobar lines on the weather map will reveal the position of the "trades."
3. The most important problem is how to avoid the "eye" of the Pacific High without sacrificing too much distance from the shortest possible course. The High is nearly always close to the racing fleet and in the "eye" of the High the sea is calm and the weather fair with little or no wind. Several of the racers, particularly in the 1947 race gave a sensational example of being becalmed for three or four days while their wiser competitors sailed on at maximum hull speed only 200 miles farther south. The answer does not lie in sailing far to the south, for as the *Morning Star* found in 1947, in that region the wind is usually light also, and the many extra miles sailed are a tough handicap. The accompanying charts as prepared by A. K. Showalter, Chief Analyst of the U. S. Weather Bureau in Washington, D. C., show the areas where the High is located 40% of the time; and 90% of the time; together with the best courses to be sailed. The other diagram shows the areas of the best winds. Note the hour glass shape of this diagram with the narrow funnel about $\frac{1}{3}$ of the way across which is the danger point in rounding the corner

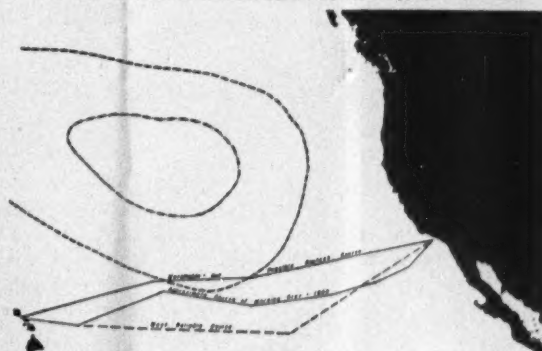
of the High. Unfortunately, the High moves about within a certain orbit and thus in some years a normal course will not be sufficient to allow a fast or even average passage to Honolulu. Each year must be studied on its own merits as the pattern usually varies approximately every 10 days.

4. The problem of finding wind is also one of finding only the wind that will allow maximum hull speed commensurate with the rig and water line length of the hull. It would be foolish for a 35-foot vessel to go "wind hunting" and sail 200 miles farther when a 30-mile wind would not increase the speed over the 15-knot breeze presently enjoyed. Most important here is the direction of the wind in planning a course for the entire distance which will allow the most

(Continued on Page 66)



Prevailing position of the Pacific High Pressure Center. It is within the larger area shown by the broken line 90% of the time and within the smaller area of the dot-dash line for 40% of the time.



The start off Newport Harbor on April 30th was a treat to the thousands who lined the beach at Balboa and the cliffs of Corona del Mar. The wind was fresh and the fleet swooshed away over the horizon in an amazingly short time.

—Photographs by Beckner

ENSENADA RACE Breaks ALL RECORDS

GUIDED by Dick Rheem's 98-ft. ketch *Morning Star*, and abetted by forceful winds, almost half the fleet of 139 yachts that started the 1953 Ensenada race broke the record to set upon the pages of time the words: "It was the biggest and fastest race in the history of the classic." For the new elapsed time record set by *Morning Star* is 14h. 20m. and 30s.; almost seven hours less than the 5-year mark of 21h. 16 m. 40s. set by *Pursuit* in 1948. And the 139 boats that entered the race kept in hand the ripening tradition that each succeeding Ensenada race is a bigger one.

So fast did the *Morning Star* travel that except for lightening winds in Todos Santos Bay, she would have beaten the committee boat, *La Osa*, to the finish line. As it was she crossed the line 20 minutes after it had been established. She anchored queen of two of the mightiest races on the West Coast, this and Honolulu, and first boat to finish in both. Then started the parade of record breakers, 52 more boats finishing before 9:16:40 a.m.

The race was a furious one from the start. Winds that recalled the gale in 1948, drove the fleet at near-hull-speed across the line. But not one of the boats violated the starting line, and only one protest flag appeared. No one could accurately determine who first crossed the line, but *Morning Star*, *Saluda*, *Queen Mab*, *Nam Sang*, and *Soliloquy* soon

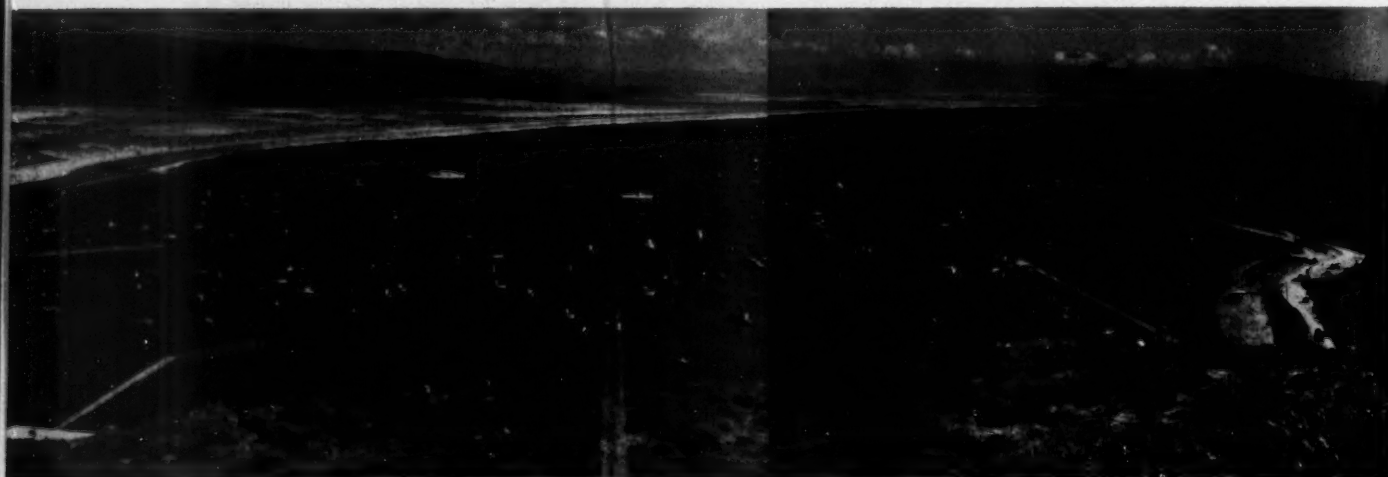
outdistanced the fleet, passing through the smaller boats like express trains.

Morning Star actually was far back at the start, but her lithe hull came up and was out of the sight of almost all the boats within two hours. *Queen Mab* hugged the shore, *Saluda* headed out to sea, and the other three took the middle course. Till late in the evening, perhaps 10 p.m., these positions held, before fickle airs forced spinnakers up at about the Coronados. With the changed wind conditions, the racing boats came out of their lethargy and challenged the leaders, to such an extent that 14 boats ganged up at the finish line between 4 and 5 a.m. Amongst these was Bill Zinsmeyer's *Bagatelle*, which set a new corrected time record of 12 h. 46m. 25s.

Emphasizing the clear skies and brilliant moon that prevailed, *Evening Star* trailed *Morning Star* into Ensenada arriving 26 seconds after 4 a.m. Trailing closely in the pre-dawn breeze were *Legend*, *Hilaria*, *Galatea*, *Odyssey*, *Sirius*, *Bagatelle*, *Nam Sang*, *Skylark* and *Chiriqui*. The grand old schooner, recently refitted for a life calculated to begin after 40, *Queen Mab*, came in at 4:36, followed three minutes later by the Navy's ketch *Saluda*, *Diablo*, and *Antigua*, 120 boats finishing the race.

This grandest of races was not without its tragedy. Both Lyle Alcumbrack's *Thorobred*, and Seymour Wagner's *Know*

The great armada anchored at Ensenada was equally impressive. This race simply is a "natural." At right is the breakwater, which has now been extended to about 1800 ft. When completed, it will be a mile long.



How were dismayed, Charles Soderbery, one of *Thorbred's* crew having to be retrieved from the water. Wes Smith's *Soliloquy*, after sailing a fine race and being right amongst the leaders, blew out her spinnaker almost with the breakwater in sight. Spencer Murphy's *Silhouette II* suffered a broken main stay and Earl Corkett's *Flying Cloud* a broken mizzen mast.

Three boats completely overshot the harbor, (probably due to the fact that most skippers hardly believed they had footed so fast, and had a hard time finding the finish line). T. L. McHenry's *Viking IV* missed her way by only 19 miles, but Robert Chandler's *Winola*, and J. T. Pilgrim's *Manuwa'i* ended up closer to 90 miles south of the Bay. The committee boat stood watches through the 48th hour waiting for these boats and for an unreported boat, *Kelem*. Then too, the tragic sinking of the *Maaroufa*, 20 miles off Ensenada, as she completed her round-the-coast trip from the East, added a grim touch to the spectacle.

Nor was the race without its color. One of the record defenders from the 1952 race, Orin Thorkildsen's *Moonbeam*, found herself high stepping down the Coast with an all-girl crew. Orin was the skipper. His wife Doris, was one of the crew. Though they didn't retain the President of the United States trophy, the girls did the gallant ketch proud.

Ensenada was its usual gay self—the breakwater had completed 1800 feet of its proposed mile extension. This fact added much to the comfort of the boats in the bay, although the noise of 24-hour-a-day operations made everyone think it was closer to Cinco de Mayo than it really was. Just to show how kindly the winds treated the race, Sunday morning found the offshore wind blowing, a real Santana, and with it a fast passage back up the Coast.

The summary:

OCEAN RACING

Place	Boat	Owner	Corrected Time	Class
1	Bagatelle	Will Zinsmeyer	12-46-25	B
2	Carousel	Ash Bown	12-50-09	C
3	Antigua	Hal Ramser	13-15-28	B
4	Legend	Chuck Ullman	13-30-31	A
5	Evening Star	Gene Trepte	13-33-37	A
6	Varya	George Jessop	13-56-28	C
7	Lark	Carl Long	13-37-13	B
8	Skylark	Don Ayres	13-40-30	A
9	Altamar	Ken Davis	13-42-12	B
10	Nepenthe	Dr. Glenn Thorpe	13-45-39	C
11	Chiriqui	Tucker McClure	13-50-24	A

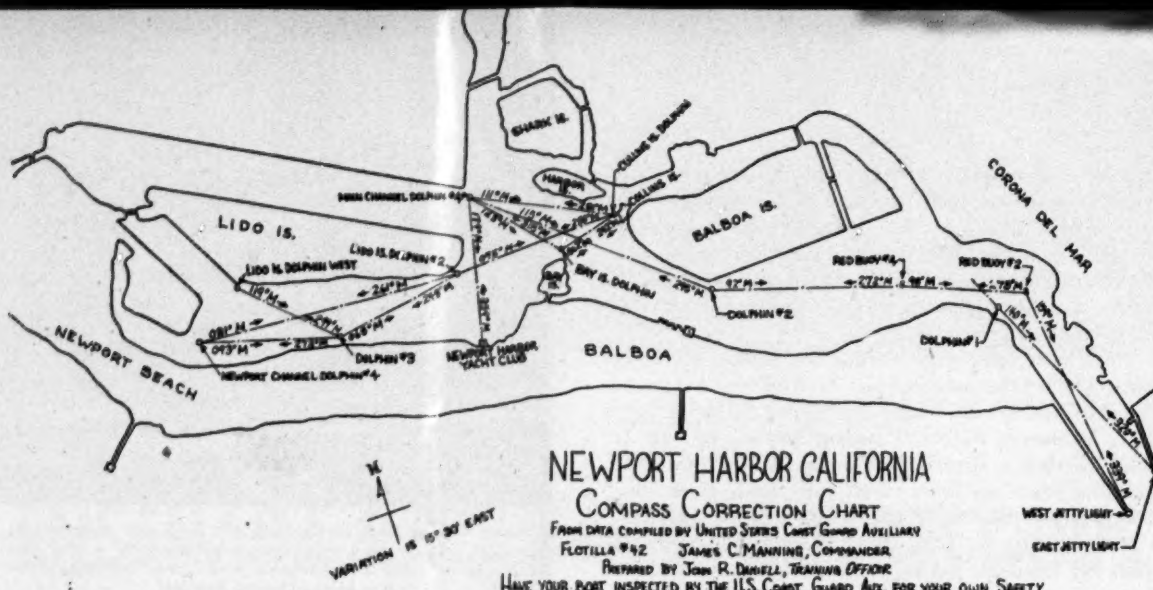
12	Santa Lucia III	Gould Eddy	14-00-23	C
13	Tamalmar	Johnny Swigart	14-09-07	A
14	Lanakoa	Dean Brown	14-11-56	C
15	Odyssey	Dick Steele	14-18-17	A
16	Bayadere	J. H. Nicholson	14-19-02	A
17	Suomi	Doc Hall	14-28-49	B
18	Rocking Chair II	Willis Boyd	14-28-57	B
19	Flying Cloud	Earl Corkett	14-33-29	B
20	Hilaria	Ken Schmidt	14-35-43	A
21	Diablo	Chet Nugent	14-36-15	A
22	Jada	George Sturgis	14-36-57	A
23	Ballerina	Gart Gould	14-38-36	B
24	Morning Star	Dick Rheem	14-40-08	A
25	Zorro	John H. Fox	14-49-58	B
26	Sirius	Roy Hegg	14-50-21	A
27	Javelin	Donald Burnham	15-02-27	B
28	Duster	Robert Sumpf	15-02-40	C
29	Tatalina	Harvey Chamber	15-04-16	C
30	Mara	Barney Huber	15-06-52	C
31	Nam Sang	Phil Farrar	15-06-16	A
32	Amorita	Harvey Somers	15-13-23	B
33	Elvita	Larry Courter	15-21-37	C
34	Flying Scotchman	Porter Sinclair	15-24-38	C
35	Astra	Gordon Alles	15-26-17	C
36	Stella Maris II	Tom Nisbet	15-29-02	A
37	Galatea	R. M. Stockton	15-29-34	A
38	Lindy	Bill Meade	15-32-30	C
39	Selene	Ed Vail	15-39-33	B
40	Soliloquy	Wes Smith	15-44-37	A
41	Moonbeam	Orin Thorkildsen	15-36-16	C
42	Nalu	Pete Grant	16-00-06	C
43	Synnove II	Al Rogers	16-03-34	C
44	Diune	Howard Lawson	16-06-50	B
45	Saluda	N. S. Navy	16-20-47	A
46	Westward Ho	Willard Bell	16-23-06	C

(Continued on Page 68)

Three of the many trophy winners. At left is Bill Zinsmeyer, receiving the President of Mexico Trophy from Rear Admiral Oscar Fritzsche. His *Bagatelle* made the best corrected time of the entire fleet. Mrs. Zinsmeyer sailed with him. He is a member of L. A. Power Squadron.

In the center picture Rear Admiral George Henderson is presenting the President of the U. S. Trophy to Captain J. G. Johanson, owner of the 42-ft. cutter *Gullmar*, which made the best corrected time in Arbitrary. In center is Race Chairman Bob Boyd. At the right John Gallery is receiving the Mayor of Newport Trophy from Mayor Norm Miller. At extreme left is Fred Smales, Com. of SCYA, while Bob Boyd and Dick Fenton are at the right.





SIMPLIFIED DIRECTION FINDER OPERATION

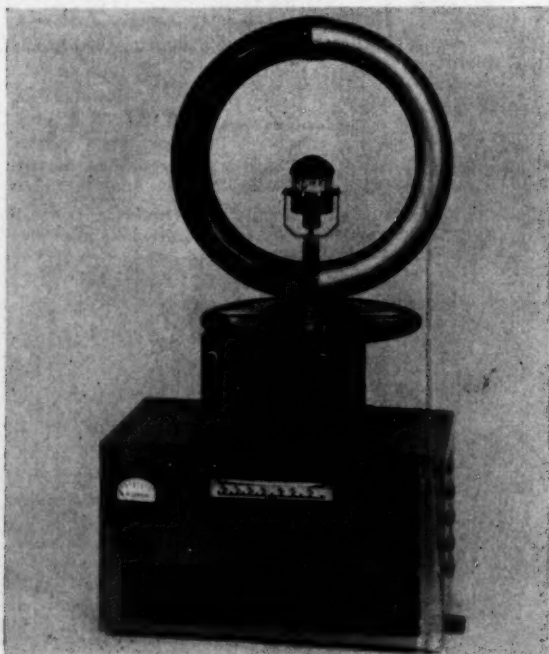
By HERBERT E. BLASIER

A DIRECTION Finder is a handy gadget when you get fogged in and you want to know where you are. In fact, the Direction Finder is more than a gadget, it is a valuable aid to your own navigation as well as in locating the other fellow who might need assistance or again it might guide you to that school of fish the other fellow has just located.

The value is nil if the results are not reliable, and it is the purpose of this article to describe checks that can be easily made to ascertain reliability and some suggested simplified methods of operating.

1. The accuracy of the Direction Finder depends upon accuracy of your ship's compass.

Here is a late model direction finder by Monitor Products Co., South Pasadena, Cal. It is amazingly accurate and is featured by its own compass, mounted inside the antenna.



We assume that your compass has been accurately installed and compensated. It is well, however, to check occasionally to see if the magnetic balance has not been accidentally disturbed by the addition of, or changing the position of iron objects on the boat. This can happen easily and as a check, prepare a chart of your harbor, plotting the magnetic bearing between buoys, dolphins or other markers and as you proceed through the harbor you can get checks on several known bearings. Fig. 1 shows such a map of Newport Harbor.

2. The Direction Finder must be accurately placed in reference to the lubber line of the boat.

Check with a tape measure or other measuring device, to ascertain if the loop axis is in line with the lubber line of the boat. As a further check, read the bearings on several beacon or broadcast stations while at dock; they should check within a couple of degrees. If out of line a consistent error will be evidenced on all stations.

3. Choice of stations.

A properly balanced and calibrated loop will ordinarily give bearings that are accurate to within one half to two degrees on nearby radio stations. The accuracy diminishes, however, as the distance to the transmitter increases, is greater during the day than at night, is reduced as the frequency is raised, is greater when the transmission is over water than when over land. This is because all these factors affect the ratio of "ground wave" to downward traveling "sky wave."

When both "sky wave" and "ground wave" are received from the same station, the result is either that the loop null indicates an erroneous bearing or that it is impossible to obtain a zero response for any loop position. In practice, readings taken in the range of 200 KC-1600 KC in daytime are reliable and the nearer to the station you are, the more accurate are the readings. At night (particularly at dawn and dusk) readings must be interpreted with caution. In the range 2000 KC to 3000 KC (ship to ship and ship to shore range) the Direction Finder becomes increasingly unreliable because of the possibility of "sky waves" of high intensity being present both day and night up to points quite close to the transmitter. Two stations operating on the

(Continued on Page 80)

A NEW HARBOR AT ALAMITOS BAY!

All Southern California Boating People Will Cheer, for Harbors Are Our Greatest Need

ALAMITOS BAY MARINA has at long-last become a reality!

In Long Beach, California in April there took place an event of tremendous importance to owners of boats of all types and to all those interested in the advancement of Pacific Coast boating: the citizens of Long Beach voted \$10,000,000 for this small boat harbor and immediately the City Council took action to implement the mandate of the voters.

The project will be carried through without the aid of Federal funds and will utilize tideland oil money revenue which has long been earmarked for harbors, fisheries, navigation, parks, playgrounds and recreation.

The comprehensive plans shown below have been on paper for some years, waiting this long-hoped for approval of the voters. Since 1923 the Shoreline Planning Committee of the Long Beach Chamber of Commerce has worked for the development of Alamitos Bay, with the firm conviction that it could become the model for all small boat marinas the country-over.

The committee was headed until recently by Richard Loynes, who is still an outstanding leader for the project. For the past several years, Larry McDowell has been chairman of the committee and has worked with Loynes to give unstintingly of time and effort. The committee has been the focus of activity for all the civic and boat-minded people of Long Beach and vicinity.

What is being done now to create Alamitos Bay Marina?

First of all, City Attorney Irving M. Smith is preparing

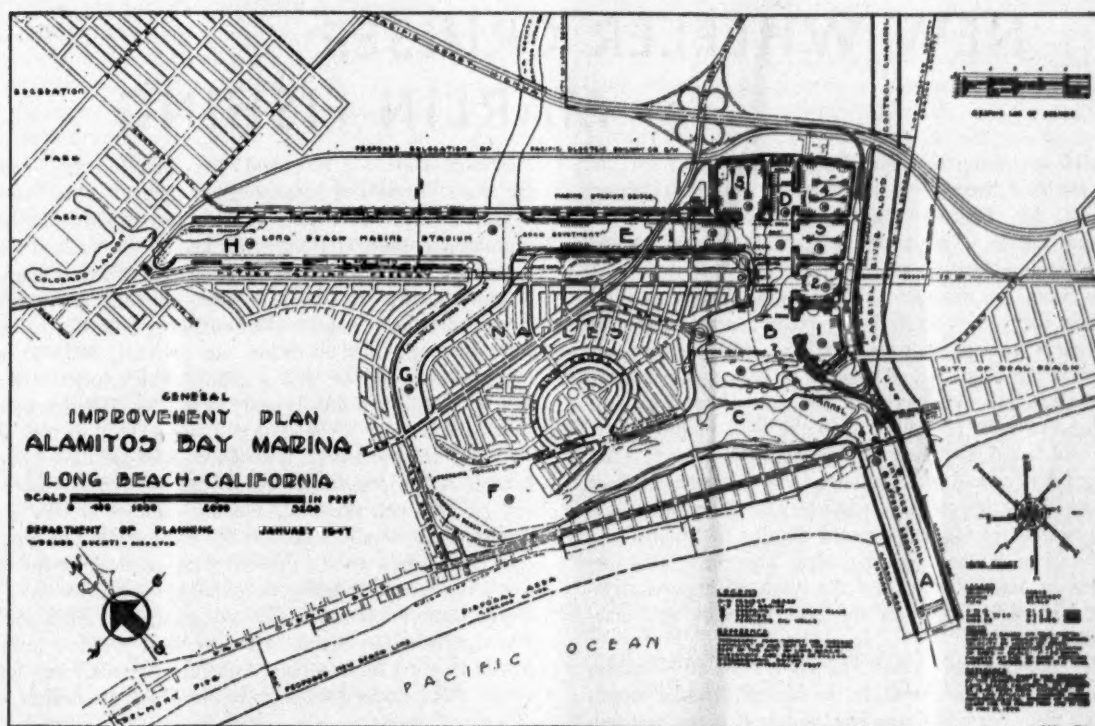
a contract with Moffatt and Nichol and Associates, consulting engineers, for the engineering services for the major portion of the small boat harbor. The engineers have been given six months to complete plans for jetty work, dredging, rock revetment and bulkhead work and an additional four months to complete plans for piers, wharves, ways, launching ramps and boat-mooring facilities.

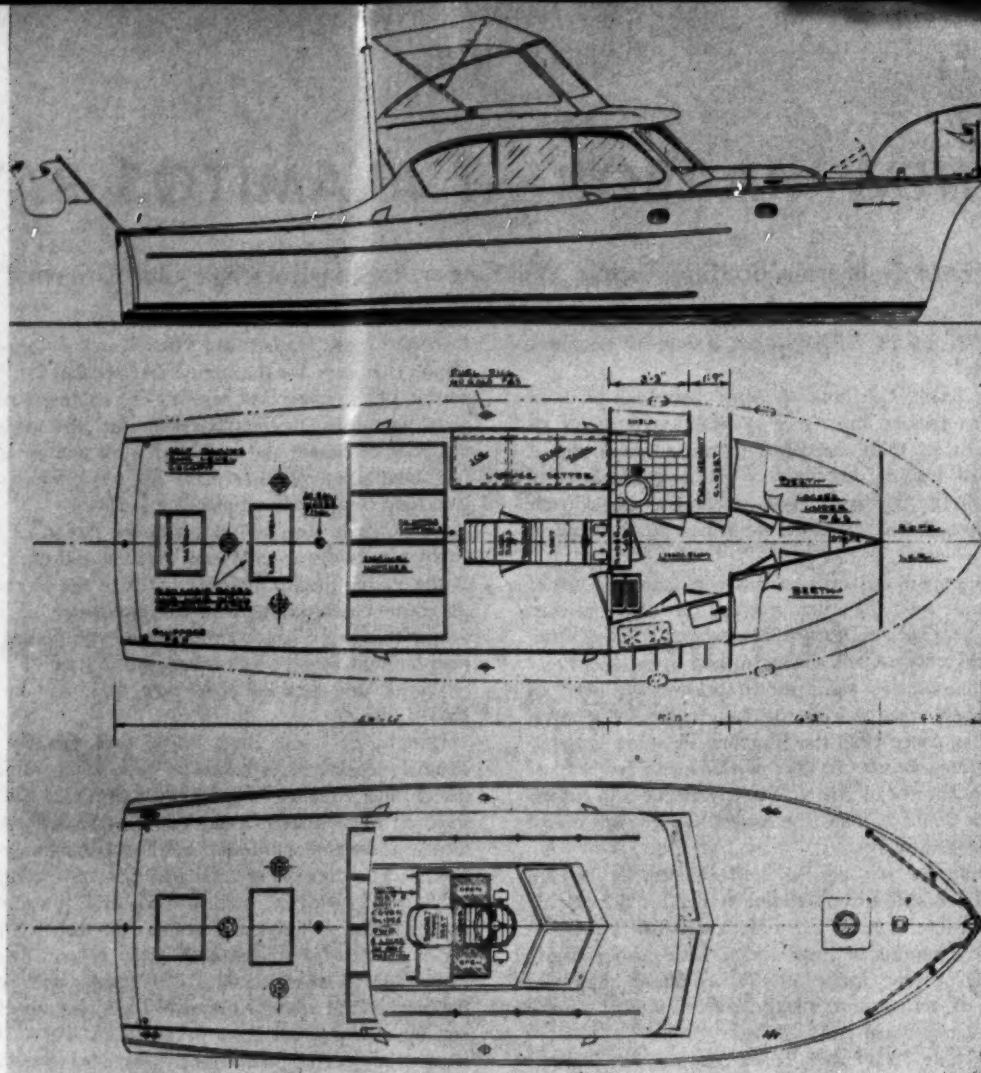
Negotiations are now underway for design of the proposed new bridge over Marine Stadium and on re-location of the Pacific Electric Railway tracks in the bay area. The city is now proceeding with the acquisition of necessary properties for the Marina project and the design of local roads and underground structures in the area.

Specific and detailed plans now underway by the engineers include:

Removal of Ocean Blvd. bridge over the Bay entrance channel; repair and extension of rock jetties; dredging of the channel entrance; inner harbor and boat basins; construction of separation moles for boat basins; rock revetments for the harbor entrance and boat-basin slopes; vertical bulkheads; concrete foundations for navigation lights; public piers; wharves, marine ways, and launching ways; boat mooring facilities and utilities on mooring facilities.

Sea and Pacific Motor Boat looks forward with great enthusiasm to what Alamitos Bay Marina will become in the next several years: a beautiful recreational-boating area and haven for small boats of all kinds and a tribute to those who worked so diligently for advancement of the boating way of life in Southern California.





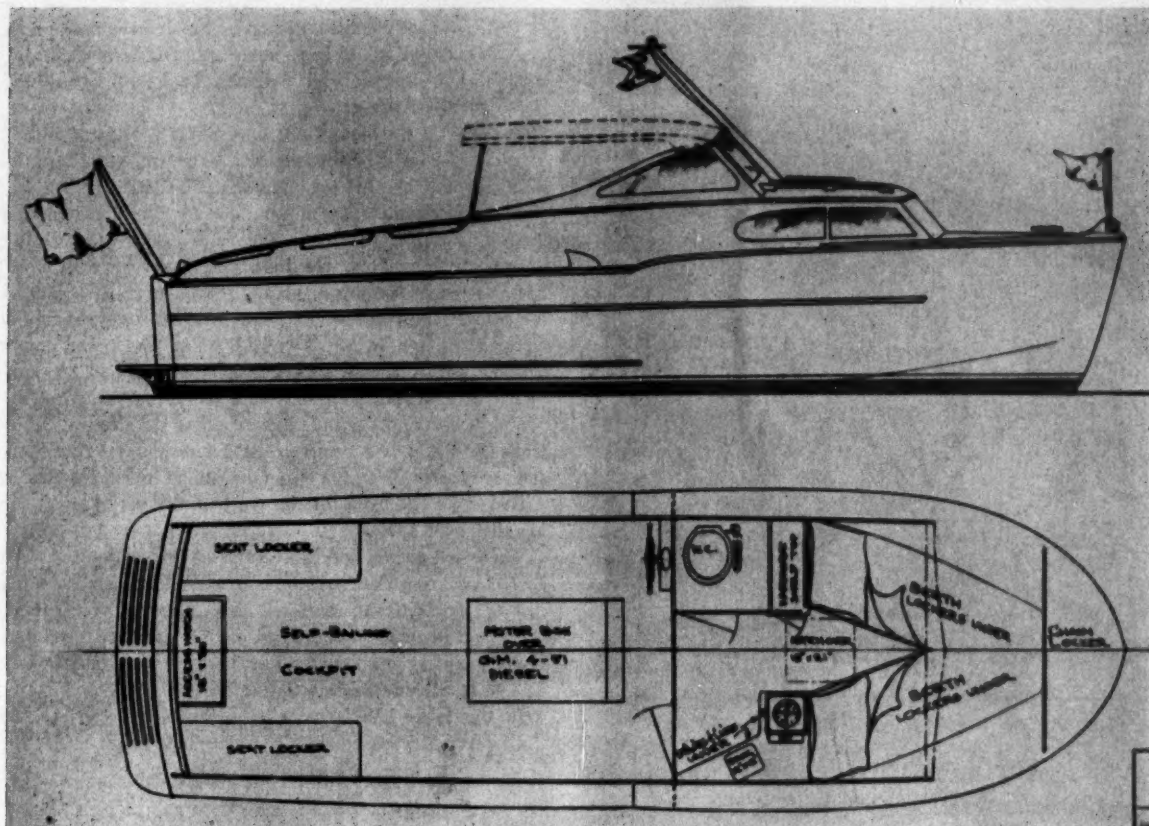
NEW WHEELER CRUISER for MARLIN FISHING

THIS interesting boat was designed specifically for the marlin fisherman on the Southern California fishing grounds. Mr. Eugene Wheeler, owner of the Wheeler Shipyard, made a visit to Point Loma Anchorage in San Diego during January of this year. He conferred with Mack Akin, the manager of Point Loma Anchorage, and between them they decided on certain essential features for such a boat to be suited to local fishing. Upon his return to the East, Mr. Wheeler had his architects work out designs and blueprints for the boat. These were forwarded to Mack. He called upon the local marlin fishermen and asked for their impression of the boat; what changes they would recommend to suit it exactly to their purpose. They responded graciously, and the result was a seven-page letter of recommended changes, alterations and modifications in the original design. This letter was forwarded to Mr. Wheeler, and the result of his architects' work became the print of the boat herewith with final modifications.

The boat is thirty-six feet in length, built of Honduras mahogany, with oak frames, on the famous Wheeler round-bottom plan. Beam is eleven feet, and draft is two feet ten.

Freeboard is five feet nine, and aft is three feet nine, making her a dry boat at speed even in choppy water. Power is supplied by two Chrysler Crown specials giving her an approximate speed of twenty-four knots. The tanks are all monel and the mattresses of airfoam. The flying bridge is designed so two can sit side by side, and there is room on the top deck for a marlin chair for those who like to fish from the top. Controls below are optional, and the arrangement is laid out with a dinette which converts to a double berth, and a double cabin in the bow. The head and galley are laid out at the after end of the cabin so they are accessible from the deck, and the engines are under flush hatches full width for access. Decks are canvas covered, and painted with non-skid, and the scuppers are big and clog-proof, so the tired skipper can come home and turn a hose on the deck and be through with his cleaning for the day. Only exterior brightwork is the cabin sides, so there is a minimum of lost fishing days for paintwork. Mack Akin says that he believes this to be the most practical luxury marlin boat yet built, with sea qualities to satisfy any fisherman. Point Loma Anchorage in San Diego are dealers for Wheeler Cruisers.

A VERY SMALL DIESEL CRUISER



THE proof of the pudding is in the eating," said the three Evans—A. V., Chuck and Bruce—as they laid plans for a 24-foot Diesel express cruiser *Jimmy D* that is expected to tell them, and many others, just how good one of the ingredients in this "24-foot pudding" really is.

For the prime ingredient in this new craft is the already proven, sensationally light, new General Motors Model 4-51 marine Diesel engine. But what the three from Evans Engine & Equipment Co., Seattle, General Motors distributors, want to know and want to show is just what this new 1953 Diesel will do in a fast, compact pleasure cruiser used in the Puget Sound locale in the manner that most Puget Sounders use their express cruisers inclusive of salmon trolling.

The start of this project is with Edwin Monk, Seattle Naval Architect, who has designed the ideas of the Evans into the 24-footer shown in the accompanying plan. This 24-foot express cruiser will have an eight-foot beam. There will be a couple of berths forward, with compact galley and with an adjacent head.

The cockpit will be extra roomy with outside controls quite suited to daytime cruising and sport fishing. The hull is V-bottom, Monohedron and is double planked of Alaska Cedar. Monson Boat Works, Seattle, is busy constructing the craft. The topside will be single-planked and wedge seams are being used. A speed of 20 mph. is the goal. Power to the 14 by 12-inch propeller will be through a Monel shaft. Mathers controls will be used.

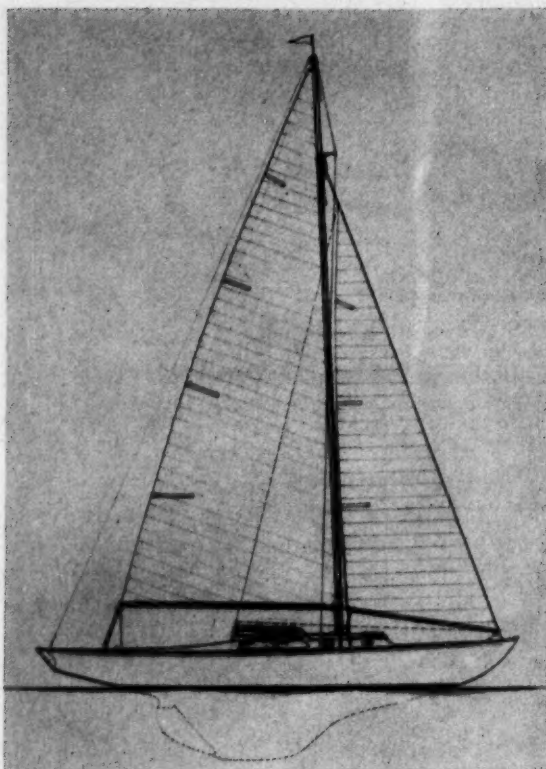
Is there a growing market for lightweight Diesels in small pleasure craft? This is the fundamental question that the members of Evans Engine want to answer first to their own complete satisfaction and secondly, but most importantly, for their customers of the future who want Diesel power in their boats. A number of Diesels have gone into pleasure craft in the past but it has been generally felt that a reasonably large and "heavy construction" hull was the first consideration for successful operation. Size, weight and a tendency to vibration when not in the proper hull have been the basic problems of the high speed Diesels when in small, light craft.

They are going to test this little cruiser in water skiing where speed and thrust of the boat are essential. They will do lots of slow salmon trolling. They will make two and four home-runs to "hot" salmon spots at 18 and 20 mph. to check performance and running times, then cut to slow salmon trolling which is admittedly for all engines one of the toughest of tests. They desire to speak authoritatively about cruising ranges where a series of speed ranges are used over a several-day trip. The new cruiser will carry 50 gallons of Diesel fuel and 15 gallons of water.

They plan to let interested customers see for themselves the "on-the-water" answers to (1) speed and quiet, (2) power-to-weight ratio demonstration, (3) vibration, if any; (4) space requirements of the engine.

(Continued on Page 84)

A RACING-CRUISE SLOOP



THIS 38-foot overall cruising-racing sloop is now under construction for Robert James and family of Bellevue, Washington. It has been designed by Philip Spaulding, Seattle Naval Architect.

Builders of this sloop will be Co-Star Marine Products, Seattle, and it will be the first of a series from this hull design that will become the "Norwester" Class.

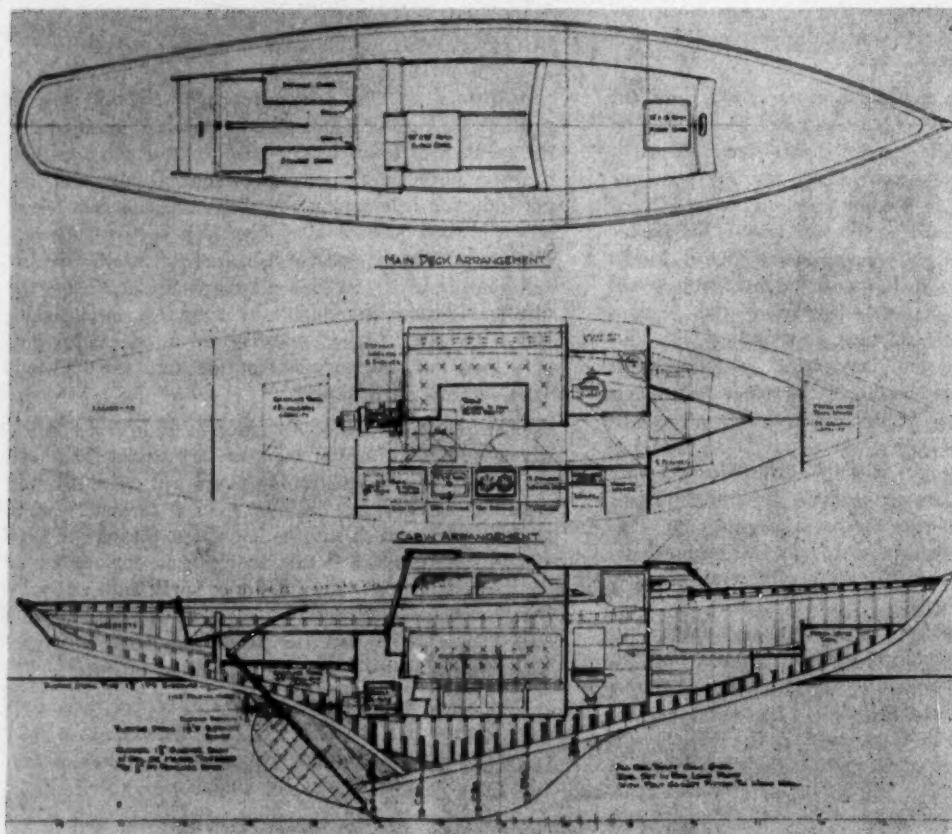
Both the architect and the builder are taking exceptional interest in this boat for in the future both plan similar sloops for themselves. The hull is designed for stock boat-building while the arrangements reflect more the ideas of the owner. This 38-footer puts its first emphasis on family cruising, though racing is considered to the point that a folding propeller will be included.

The Robert James family represents four persons, including two children, and they expect to do a lot of family cruising. James is a commercial and residential contractor and originally lived in Montana. Like many coming to coastal cities the urge for the sea becomes very strong. He has that urge.

There are several special features to be pointed out. The keel is of iron. This is cheaper in price and can be locally cast to requirements that will give strength to the keel, itself, and becomes in effect part of the deadwood. Architect Phil Spaulding emphasizes this part of the construction. The craft will have a self-bailing cockpit.

In the cabin arrangement plan the reader can see the C shaped settee. Space in the rectangular notch is for the

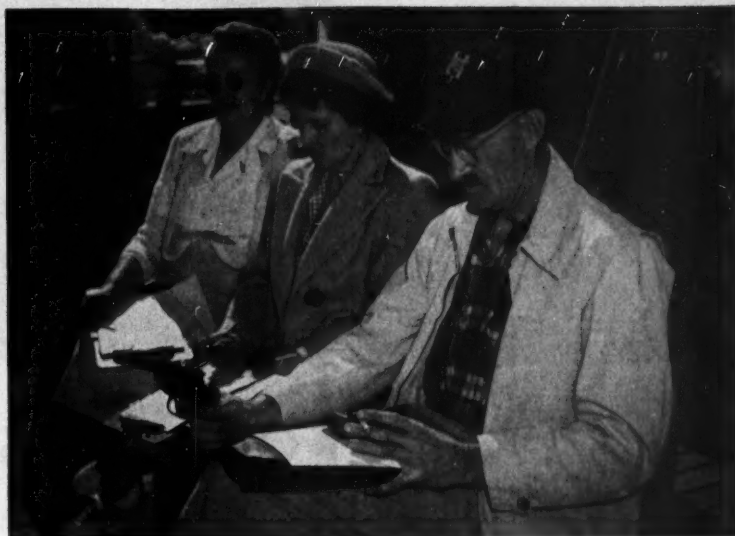
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ALL READY for the CRAIG RACE

By TEDDY ACKERMAN

No, children, this is not a scene from the latest mystery thriller, "Murder at the Yacht Club," as you can tell at once if you note the calm expressions of the subjects. It is simply Jim Miller firing the starting gun at one of Coronado YC's races. He is assisted by Mrs. Miller at the left and Mrs. Charles Allen, Sr. They will be in charge of the Small Boat Regatta of that club on June 27-28.



COMMODORE George Doolittle of Coronado Yacht Club reports everything in readiness for the Club's Annual Opening Day festivities on May 30-31. The traditional Opening will begin with the Flag-raising ceremony and a gun salute at 12 noon Saturday with a speech or two followed by a lunch in the Clubhouse. Afterwards the Commodore will greet the predicted log racers vieing for the James Craig Trophy, in the annual race from Newport to Coronado, off Ballast Point at 2 P.M. There will be many other Club boats all overflowing with members who wouldn't miss greeting their friends for any price. Commodore Ed Reisen of Long Beach YC sends down word that a large turnout is expected.

The holder of the Craig Trophy, won last year by Tom Benevides in *Charlotte Anne* from LBYC will again defend his laurels.

The sailing races down from Newport should be in sometime Saturday depending on old man Wind and in the arbitrary handicap class competition will be for the George Alfred Bromley III Trophy donated by Capt. and Mrs. L. S. Rowberry last year and won by Ken Davis from NHYC in *Conejo*. Ken will be in there pitching to retain this beautiful silver cup with his recently acquired *Altamar*. The Ocean racing class will be competing for the George Doolittle Cup put up by Commodore George Doolittle last year and won by Commodore Walter Frantz of NHYC in the *Andale*.

Coronado YC as usual will have several entries in their favorite ocean race and these will include Dr. E. M. Hayes' catamaran, the *Cathay*. He started out last year to sail to Newport for the race down but broke his mast off Ocean-side. Now, "Buzz" has a new mast and we're sure nothing will and can stop him.

The annual cocktail party will be on the Club terrace as per tradition about 5 P.M. and from there the trek will be to the Hotel del Coronado for the Trophy Presentation Dinner. This will be complete with the flower leis and trophies for all winners.

On Sunday all boats visiting or otherwise will compete in the Bailey Handicap race over a San Diego Bay course. The Penguins will race in Glorietta Bay while the big boats are

out and the Yacht Club will present trophies to these popular annual visitors. Lunch will be served at the Club on Sunday and a Sunday night dinner will just about wind up the festivities.

The month of April, always a busy racing month, for the Wellington Handicap Series is slated annually at that time, ended with *Annette*, Charles Soderberry as the victor. At the end of the second race he was tied with Dr. Hayes in the *Cathay* but she dropped back and the *Surprise*, C. S. Kempff, Jr. came up to win second. E. D. Wellington in *Betty* placed third after winning the cup last year.

The active International 110 class met the San Diego fleet half way across the Bay for a series in which there were sixteen entries. This included the two boats from Mission Bay YC as well. The San Diego skippers won the first three places but Tim Klinefelter in the *Thumper* of the Coronado group placed fourth in one race and stayed right up among the top skippers.

The Annual Small boat Regatta is set for Saturday and Sunday June 27-28 and will be under the direction of "maestro at small boat regattas" Jim Miller. A large attendance is expected and hoped for.

The George Alfred Bromley III Trophy donated by Captain and Mrs. L. S. Rowberry last year for the winner of the Arbitrary Class in Coronado YC's Opening Day Races from Newport to Coronado over the Decoration Day Holiday.





Nor. Cal. Outboard Ass'n. held its annual Lake Merced Regatta on April 19, sponsored by Mariposa Boat Club. Eight classes raced on the beautiful lake, shown here. Henry Wagner of APBA was the chairman.

SAWYER TO DRIVE SLO-MO IV

PAUL B. SAWYER, famed international boat owner and driver, will pilot *Slo-Mo-Shun IV* in the 1953 Gold Cup Race in Seattle in August, according to an announcement by Stanley S. Sayres, owner of the *Slo-Mos*. Sawyer had his first ride in "The Old Lady" in April from Sayres' home at Hunts Point in Seattle. Sayres, with the announce-

ment on Sawyer's pact, confirmed that Lou Fageol, one of the top speedboat drivers of them all, will drive *Slo-Mo V*.

Sawyer owns the *Alter Ego* and at Salton Sea and other famous racing bodies of water, has set many a record with the 225. He was born in 1912 in Iowa and drove his first sanctioned race in 1929 (outboard hydros) on the Hudson River, winning his first world's championship in France in 1937 in classes C and X. He began racing and building inboard hydroplanes in 1948. His 225 class *Belligero* took the nationals in Cincinnati. *Belligero II*, a 266, became the first boat, other than a Gold Cup, to better 100 mph., a feat accomplished at Salton Sea.

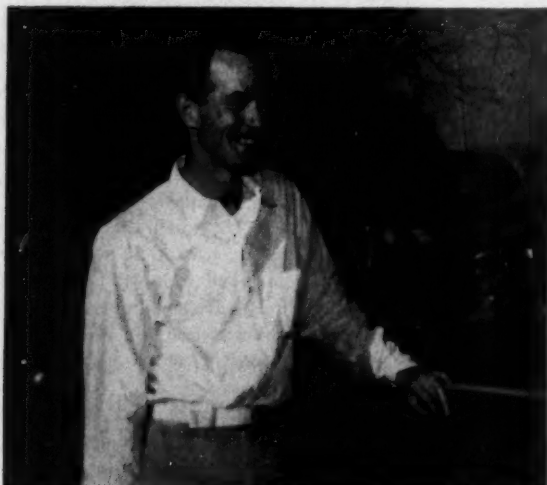
"Paired with Lou Fageol," says Sayres, "we have a great team," speaking of Sawyer's admission to the *Slo Mo* family.

For the first inboard race of the Southern California season, Region 12, the Kern County Boat Club was a genial and generous host. Some 35,000 spectators saw the races at Hart Memorial Park in Bakersfield. The racers were served a free breakfast and a barbecue dinner after the races, and sections of the regatta were broadcast over the local radio station.

Results:

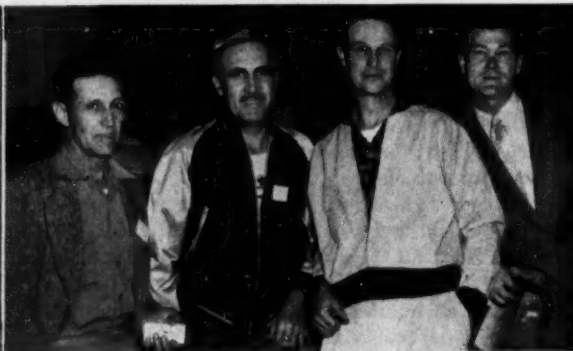
48 CUBIC INCH HYDROPLANE

- 1st: Gillette Smith, El Monte, Calif.....*Snuffy* 5-Y
2nd: Victor Klette, Norwalk, Calif.....*Peggy* 77-Y



—Photograph by Ruskoff

Paul Sawyer has a long record as a driver of racing outboard and inboard hydros, dating back to 1929. Now his great ability is recognized by his selection by Stanley Sayres to drive the famed *Slo-Mo-Shun IV* in the Gold Cup Race at Seattle.



Officers and members of Modesto Power Boat Club which sponsored its second annual Boat Show in March. Left to right: Harold Cain, S. M. Hale, Sec'y.; Ed Prohser, George Genevro, Ernie House and Bud David, APBA Directors; Wally Kienitz and Gene Erdman.



Western Speedboat Ass'n.'s first group of regatta winners. All are residents of Oregon.

3rd: T. C. Tyce, Chula Vista, Calif.....*Dyno-Mite* 8-Y
CRACKERBOX

1st: Barney Navarro, Glendale, Calif.....*Ruthless* 26-P

2nd: Richard Johnson, Monrovia, Calif.....*No-Go* 23-P

3rd: Willis Hamilton, Whittier, Calif., *Den What* 37-P

225 CUBIC INCH HYDROPLANE

1st: Richard Hallett, Downey, Calif.....*I'm In* 10-N

2nd: George Mattucci, Oakland, Calif.

California Kid 20-N

3rd: George L. King, Fresno, Calif.....*King Pin II* 5-N

PACIFIC ONE DESIGN HYDROPLANE

1st: Robert Wix, Ceres, Calif.....*Hurry-Cain* 0-33

2nd: Bill Robinson, No. Hollywood, Calif., *Stormy* 0-17

3rd: E. A. Miller, Studio City, Calif.....*Powow II* 0-19

135 CUBIC INCH HYDROPLANE

1st: Chuck Powell, Monterey Park, Calif. *Keeno* 76-A

2nd: Johnny Corea, Dos Palos, Calif. *Skippy* 40-A

3rd: Bud Meyer, North Hollywood, Calif.

Avenger II 16-A

266 CUBIC INCH HYDROPLANE

1st: Ollie Prather, Arcadia, Calif.....*L'il Injun III* 7-F

2nd: Richard Hallett, Downey, Calif.

Flying Saucer 73-F

3rd: Ernest Bender, Fresno, Calif.....*Thunderbolt* 66-F

E RACING RUNABOUT

1st: Guy Wilson, Los Angeles, Calif.

Flyin' Saucer 73-E

2nd: Kenny St. Oegger, La Crescenta, Calif.

Donald Duck 31-E

3rd: Dave Hyman, Modesto, Calif.....*E-Bomb* 11-E

B RACING RUNABOUT

1st: Leonard H. Tripp, Avenal, Calif.....*Ruff-Nuff* 30-B

2nd: Willie Miranda, Los Banos, Calif.

Vina Mae IV 1-B

3rd: Ernest Rose, Patterson, Calif.....*L'il Bee* 28-B

Janet Witham, publicity chairman for the Western Speedboat Assn., reports that the stock outboard regatta sponsored by the club at Emigrant Lake in Oregon on April 12, was a tremendous success. George Davison of Portland got the money for the first dunking of the day. Other dumpers were Dick Ferris, Eugene, and Bill Barnes, Medford. The most spectacular flip of the day was in the women's race—Bea Nelson of Coos Bay and Pauline Woods of Coquille, collided in a turn and upset, preventing a run-off of the second heat in the women's event. Bea had a cut leg and

(Continued on Page 86)




At Kern County Boat Club's regatta on April 12, Lou Meyer, Jr. drove his new 48 cu. in. hydro Lou-Kay for the first time. It was built by Hank and Dan Sallar using a 48 cu. in. Crosley engine.

Boat racing in the western areas of Mexico is becoming increasingly popular. Here are three Arkansas Traveler aluminum boats on Lake Tequequitengo. Sr. Fruholz sells these boats in Mexico and was recently host to Elgin Gates and Homer Smith, while they were attending races in Mexico.



—Photograph by Ruskauff
Elgin Gates, of Seaboard Equipment Co., mercury and Glasspar distributor, is shown here in his "Outboard Shop on Wheels." Here he has all equipment necessary to repair and service Mercury Outboard Motors.





—Photographs by Paul C. Tracy
A small part of the tremendous fleet that took part in San Francisco Bay's Opening Day Parade.

THE SEASON opens on THE BAY

LIKE the Admirals of Elizabethan England who watched the Spanish Armada converge upon their island, the spectators along the marina on Opening Day saw a fleet of 650 power and sailing craft mass before their eyes. This huge fleet had been preparing for many months to make this the most spectacular of the year. The rasp of the sandpaper and the slush of the paintbrushes was over and now the beauties of the bay were on parade before the eyes of the world. It mattered not that the skies were gray and overcast. At least Jupiter Pluvius was kind enough not to tip his bucket over the bay craft until after the parade was finished.

There were many outstanding features to make this different from the parades of yesteryear. The increase and range in color for both sails and hulls was one predominant factor that was noted by the spectators. Another was the precise formation with which the parade was executed. Much of this credit should go to John Brison, Secretary of the Pacific Interclub Yacht Association, and Captain Cy Perkins of the U. S. Coast Guard. These two gentlemen organized and kept under control at all times this huge fleet which stretched along the horizon as far as eye could see.

One other feature of note was the revival of the old Corinthian custom of announcing Opening Day at the

Corinthian Yacht Club with the firing of a canon in Belvedere Cove. Charles Langlais was the Canoneer.

The great variety of craft represented was of particular note. Everything, from the multi-colored sailing craft of the Far East to the sleek hulls of modern design, paraded before the thousands of onlookers. This scene forcibly brought home to them the fact that this sport is adaptable to all who want to partake, and each one can carry out his own ideas for design and hue.

It would be fruitless to try to describe or list the various boats of the fleet. However, the remarks of the spectators and the notices in the press indicate that this was the most colorful Opening Day yet seen in the bay area.

Jake Wosser, Commodore of the San Francisco Yacht Club, opened his Opening Day by winning the Cliff Smith Star boat race. He won over defending champion, Pete Schoonmaker, by three minutes.

The organizational work is steadily increasing for the Pacific Coast Championship Regatta, to be held in the bay from June 4 to 7. This year there are more events and a larger program than ever before. Our thanks to the many yachtsmen who are working hard and long to make this affair a success.

The Power Cruiser Fleet

The blue ribbon event of San Francisco power cruiser

Some of the contenders in the Annual Coast Guard Auxiliary's Race nearing the finish line.



racing, the U. S. Coast Guard Auxiliary 7th Annual Over-the-Bottom Race, took place on Saturday, April 18, on a calm and sunny day. The exceptional conditions encountered by the skippers gave the over-the-bottom experts some trouble in navigation.

However, R. G. Hoeckele had the best answers and brought his *Lelabob II* into first place over a field of 121 starters. Hoeckele, the past commodore of the Sausalito Cruising Club, represented Flotilla 11; he was also the winner of Class B, with a 17 second error. Class A honors were won by the Oakland Yacht Club's Malcolm Storm in his *Manukai*, with a 19 second error. Dan McLean won Class C with a 31 second error in his racing houseboat, *Spoonbill*.

This was the largest power cruiser battle ever held in San Francisco Bay. Unfortunately, Doug Dorn's *Husky*, which was a pre-race favorite, had to withdraw from the race due to engine difficulties. The affair was concluded at Di Maggio's, with 425 power cruiser enthusiasts attending the award dinner. Mrs. Margis Smith, of the Point San Pablo Flotilla No. 54, was chosen as the beauty queen.

Much of the success of this huge affair was due to the efforts of Cmdr. H. J. Greenlees, 12th District U. S. Coast Guard Auxiliary, Gerry Moss, and Marvin Cardoza. These gentlemen, working with Cmdr. H. F. Hettrick, Director of the Auxiliary, 12th Coast Guard District, were able to break all previous records.

Sunday, April 26, was the date for the Oakland Airport Channel Regatta, at which event George Moniz of Hayward won the 48 cu. in. hydroplane race. Pacific one design hydro was won by Bob Wix; Crackerbox, Carl Maginra; 136 cu. in. hydro, Thomas Caldwell; 135 cu. in. hydro, John Corea; E racing runabout, Ed Olson; B racing runabout, Willie Miranda; and 225 cu. in. hydro, Richard Hallett.

Small Boat Racing

The 1953 SBRA season was ushered in by the Lake Merced Sailing Club's all time record regatta, on April 11-12. 103 boats took to the waters of the lake to compete in the two-day event. The Lake Merritt Sailing Club of Oakland won the Lake Merced Perpetual Trophy awarded to the club having the largest number of entrants. The winners in the various classes were:

El Toro: Jim Warfield, *Phfft*
 Snipe: George Reiner, *Rogue*
 Zephyr: Nancy Robinson, *Bree-Z-Baby*
 International 110: Brad Cecil, *Shadow*
 Mercury: John Koenig, *Winsome*
 Shamrock: Sam Brown, *Bubble*
 Coast 13: Bob Wharton, *Lucky 13*

A week later, on April 19, the Lake Merritt Sailing Club once again broke the record with 115 boats in their regatta, despite the advent of wind and rain. It looks like a year for record entries in all events of the bay area. The wet but happy winners were:

International 110: *Useless*, Red Tompkins
 International 14: *Iamaroc*, Jack Steele
 Coast 13: *Lucky 13*, Bob Wharton
 National: *Sansapor*, Don Hellier
 Zephyr: *Zig Zag*, Bill Shaw
 Shamrock: *Screamin' Demon*, Jerry Voerge
 Mercury: *Frenzy*, Jim Ensensperger
 Snipe: *Dagmar*, Rod Pimental



—Photographs by Paul C. Tracy
 Everybody was there for the trophy presentation after CG Auxiliary's Race.

Melody: *Down Beat*, Bob Inch
 El Toro: *Phfft*, Jim Warfield

Bay Breezes

The Corinthian Tell Tale has changed its format to a most attractive chart of the bay area. It should certainly set a high standard for other such publications all along the coast, with its well balanced and interesting news, and outstanding appearance.

The Richmond sailors are busily preparing for their SBRA regatta, as part of the Pacific Coast Championship Regatta. The club is also working hard to help the *Holganza* ready itself for the Trans-Pacific race. Most of the crew will consist of the Richmond Yacht Club members.

The Aeolian sailors held their 48th annual Opening Day party on April 24, with 250 members and guests attending. Larry Knight, Commodore in 1906, Gus Dorn, Carl Strom, Dutch Postel, Fred Grecian, Eddie Von Schmidt, Sam Lee, Bill Ritter, Jack Cassidy, "Cappy" Smith, Jim Cowling, and

(Continued on Page 88)

The happy winners of first place in the CG Auxiliary Race were Mr. and Mrs. R. G. Hoeckele with their *Lelabob*.





—Photographs by Beckner
Twenty boats in three divisions turned out for Newport Harbor YC's annual 63-mile Ship Rock Race on April 18.

APRIL IN BALBOA

By ROBERT M. ALLAN, JR.

APRIL IN BALBOA" seemed to be the theme song of thousands of would be students, their families, and boats of all descriptions. Probably the biggest item to enter the area was the 161 foot schooner *Goodwill*, now complete with all kinds of sails, 20 new winches and a crack 35-man crew. It was a real sight to see their new spinnaker pole loaded on a motor launch, the launch was run out into the Bay and the other end of the gigantic pole was placed on another launch like a fire truck hook and ladder and taken out to the Honolulu Racer. Walter Elliott, sailing master of the *Goodwill*, is being feted at Newport Harbor Yacht Club for his tremendous victory in the SIR THOMAS LIPTON CUP RACE at San Diego. NHYC opened the new Galley with proper festivities including an Easter egg rolling affair conducted for the youngsters by "Ted" and a SHIP'S ROCK Ocean Race. The 57-foot yawl *Odyssey* was beautifully sailed by Dick Steele up the coast to Los Angeles, across to Catalina's Ship Rock and return to Newport in 10 hours 43 minutes to defend her 1952 victory. The big 10 meter *Sirius* was first to finish with the *Westward* hard on her transom. Popular Earl Corkett in the 46-foot yawl *Flying Cloud* took Class B and Philip De Bleixedon in the *Sirocco* (yep, formerly Erroll Flynn's) won the Arbitrary Class. *Legend*, *Hilaria*, *Escapade*, *Andale*, *Sparkle*, *Kitten*, *Lindy*, *Diune*, *Nalu*, *Mara*, *Little Dipper*, *Sea Sharp*, *Nellie Bly*, *Debutante*, *Sea Lark* and *Penelope* also competed. Many of the defeated boats took the "shortest" direct course to the Rock and were upset by the usual wind shift and current set out in the Channel.

Chick Rollins fresh from skippering the *Sirius* defeated *Bix Bixby IV* for the BEARDSLY CHALLENGE CUP in

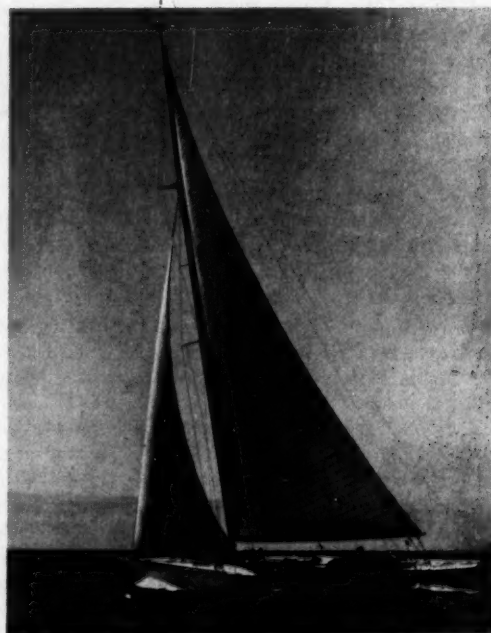
Overall winner, and a repeat winner at that, was Dick Steele with his 58-ft. yawl *Odyssey*. He sailed up the coast on a reach while the others were taking a direct course, but it kept him out of the current and gave him his win on corrected time. Here he receives his trophies from Race Chairman Marshall Neidecker.



Chick Rollins of San Diego was winner of the Beardslee Trophy for dinghies at Alamitos Bay in a hard-fought series. From left: Chick with his crew, Kay Swigart, holding the trophy; Mr. and Mrs. Bill Pickford, who sailed for Coronado YC.

Lehmans after a tight series right up to the last race. There were 8 clubs represented in this "little Lipton Cup Challenge affair" and defender Bixby (the College Champion for 1953) was tied with Rollins in total points, only to

(Continued on Page 90)



Leading all the way in the Ship Rock Race was the Ten Meter *Sirius*, owned by the late Roy Hegg of San Diego, whose untimely death last month shocked the yachtsmen of Southern California. *Sirius* was skippered in this race by Chick Rollins.



NEWS FROM THE FOUR CORNERS

THE TAHITI RACE

JULY 24th is the tentative date for the start of the race from Honolulu to Papeete, Tahiti. The final date will be determined after the finish of the Honolulu Race, as most of the entries will be boats taking part in that event.

Contrary to general belief, this race is only a little longer than the Honolulu Race, which is 2225 miles via the great circle, while from Honolulu to Tahiti is 2300 miles.

Going to Tahiti "some day" is the dream of almost all owners of windjammers, but most people keep putting it off until they are too old to tackle it. Holding it soon after completion of the Honolulu Race provides an excellent chance for owners to catch up with their dreams. This is an opportunity not lightly to be passed up. It will give you something to look back upon with increasing pleasure in those declining years when memories may be your only pleasure.

At the present writing there is only one entry, Tucker McClure's 59-ft. ketch *Chiriqui*, but we are informed that eight to ten starters are expected.

Full information and entry forms may be secured from Eugene Overton, Chairman of the Committee, Roosevelt Bldg., 727 West 7th St., Los Angeles. VAndike 7133.

INTERNATIONAL CRUISER RACE

FINAL approval of the rules of the International Cruiser Race was given at the May 2nd meeting at the Queen City Yacht Club, Seattle. All plans for the big event on July 4th are shaping up.

Jack Meyer, commodore of the Tyee Yacht Club, Seattle, who will host the start at Poulsbo, Wash., reported that the citizens of Poulsbo are making elaborate preparations to provide all necessary facilities for a smooth start. Robert Day, Royal Vancouver Yacht Club, reported that every detail for berthing the big American fleet of cruisers has been taken care of at the finish.

Rules committee delegates include Arthur M. Warnell, Bellingham Y.C.; Ray J. Hart, Jr., Bremerton Y.C.; A. R. Mark, Burrard Y.C.; Frank Morris, Everett Y.C.; Jack B. Burford, Juneau Y.C.; N. R. Thompson, Nanaimo Y.C.; Ed Ostrand, Olympic Y.C.; William P. Ellis, Portland Y.C.; A. P. Crawley, Prince Rupert Rowing & Yachting Club; Russell Rathbone, Queen City Y.C.; Alex Thompson, Rai-



—U. S. Coast Guard Photo
Hilma III, owned by Comdr. Chet A. Gibson of Seattle Flotilla 21, CG Auxiliary, took second prize for boats over 35 ft. in Tacoma Yacht Club's Daffodil Parade.



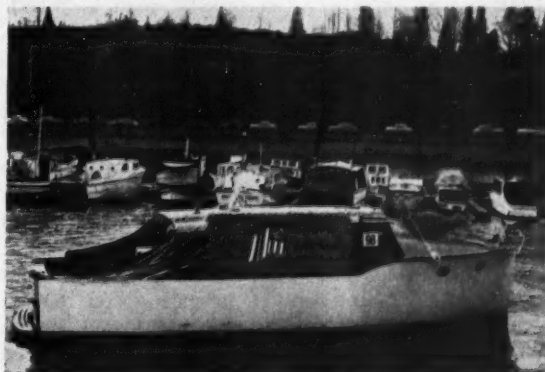
—U. S. Coast Guard Photo
Officers of International Power Boat Ass'n. during meeting at Seattle YC on April 7. From left: Rhodes Spencer, Treas.; J. Evert London, Vice-Pres.; John J. Meyer, Com. Tyee YC, host at the start; Frank Morris, Pres. and Everett G. Henry, Sec'y.

nier Y.C.; Robert Day, Royal Vancouver Y.C.; F. W. Nicolls, Royal Victoria Y.C.; Philip Luther, Seattle Y.C.; George Thompson, Tacoma Y.C.; Russell Thompson, Tyee Y.C.

LEO LIVINGSTON

CAPITAL TO CAPITAL RACE

THE course for the Capital to Capital Race has been announced by Frank Morris, president of the I.P.B.A. The courses, distances, times of departure and arrival have



—U. S. Coast Guard Photo
The Birdee, Seattle Power Squadron's entry in the Tacoma Yacht Club's Marine Daffodil Parade on April 12, owned by D. W. Dorsten.

—Photo by Joe D. Williamson
Presentation of Tyee YC's trophy for Ladies' Day predicted log race. From right: Commodore John J. Meyer, Rose Pullen winner with Carose; Hana Maris, second in Carolyn; Katherine Meyer, third with Yagabond and Evelyn Williamson, last year's winner, presenting the trophy.





A just-for-fun cruise from South Bend, Wash. to North River by Claude Baird and Bob Jenkins, using a Century Runabout powered with a Mercury Thunderbolt.



Two 34-ft. cruisers at entrance to the Vancouver Boat Show are powered with Chrysler Marine Engines. The one at the left owned by Bill Killam, made 31 miles on her trial trip.

been worked out in a copy of the rules now available, which are predicated on a speed of 9 knots.

The race, starting Sunday, July 5, at the Lion's Gate Bridge in Vancouver, B. C., will take eight days to run the 26 legs. Here is the recap of the legs:

July 5—(1) Lion's Gate to Merry I Lt. (2) to Grief Pt. Lt. (3) to Capt. Mudge Lt.

July 6—(4) Race Pt. to Ripple Pt. Lt. (5) to Broken I. Lt. (6) to Haddington Rf. Lt. (7) to Noble Islets Lt.

July 7—(8) Scarlett Pt. to Clark Pt. Lt. (9) to Fog Rocks Lt. (10) to Idol Pt. Lt. (11) to Klemtu.

July 8—(12) Klemtu to Work I. Lt. (13) to Tom I. Bn., Lowe Inlet.

July 9—(14) Lowe Inlet to Prince Rupert.

July 10—(15) Prince Rupert to Green I. Lt. (16) to Black Rock Lt. (17) to Thomas Basin, Ketchikan. (18) to Myers Chuck.

July 11—(19) Myers Chuck to Blanche Rock. (20) to Wrangell. (21) to Midway Rock. (22) to Petersburg.

July 12—(23) Petersburg to Cape Fanshaw Lt. (24) to Pt. Hugh Lt. (25) to Grave Pt., Taku. (26) to Juneau.

Nightly rendezvous are planned for April Point Yacht Club, Christie Pass, Klemtu, Loew Inlet, Myers Chuck, Petersburg, and Juneau, Morris said. In addition, layover time is allowed for Bella Bella, Butedale, Ketchikan, Wrangell, and Taku Harbor.

Morris said that the deadline for entrants is June 15.

LEO LIVINGSTON



Bob and Chuck Ross of Lake Washington Yacht Basin, Seattle, inspecting the mast of L'Apache, 72-ft. cutter, an entry in the Honolulu Race.

J. D. Shotwell of Tacoma recently received this 52-ft. Conqueror Chris-Craft from Adams Marine Service. She is powered with twin GM 200 H. P. Diesels.

U. S. POWER SQUADRONS

District 16

THE Seattle Power Squadron held its first stag cruise of the year to Poulsbo, Liberty Bay, in charge of Fleet Captain S. O. Lupton. District Safety Officer Robert B. Brown conducted their annual Man Overboard Contest. This year it was a contest for the skippers, who had to function alone from start to finish, it being assumed that there was only one person aboard. They were disqualified if they hit the dummy with either a life ring or their boat. Encouraged by Chal. P. Bryant, who teaches the new Sailing Course, the sailboat men participated for the first time.

Piloting classes of over 300, as well as Seamanship, Sailing and Junior Navigator, are in session at the University of Washington.

Special examinations have provided the Seattle Squadron with out-of-town members on Vashon Island and way up in Port Townsend.

The Seattle Squadron is the first to have a radar station at its disposal for instruction in their operation. The equipment is of extremely low minimum range and is especially suited for small craft work.

Through the cooperation of the Weather Bureau and the Seattle Squadron committee, headed by Harold C. Stimson, there will be noon weather forecasts beamed to mariners from stations in Puget Sound.

Tacoma will be the location of the 1954 Spring Conference and election of District 16.

In the interest of safety Tacoma is having several classes at the Navy Fire School under the Safety Committee headed by "Jack" Giseburt.

RUTHERFORD B. HAYES





Mrs. Lorraine Walker, Sec'y. of the Corinthian Yacht Club of Seattle, reports that membership is nearing 400. She and her husband purchased a Dragon last year.

RAINIER YACHT CLUB

THE Rainier Yacht Club, Seattle, a lively and hard-working group of yachtsmen who headquarter near the south reach of Lake Washington, jumped the gun again this year by holding their third race of the year on April 26.

Bob Brown, skippering the *Hussar*, won the 27-mile predicted log cruiser race around Bainbridge Island. The boats had rendezvoused at Port Madison the day before. Brown's percentage error was 1.61. Carl Saluzzi's *Coconito* was second with 2.87, and Alex Thomson's *Lady Jean* was third with 3.29. This was the club's first salt water race of the year.

The month's most exciting event was the participation in the Daffodil Festival Marine parade at Tacoma April 12. A float, designed by Charles Lamb and built through the cooperative efforts of many of the club members, took the award for visiting yachts.

The Rainier club's entry was a full-rigged Viking man-of-war complete with sails, sweeps, shields, and a fierce-bearded Norseman (Bud Page) at the steering oar. So complete was the transformation of this daffodil bedecked boat that no outsider could recognize it was L. M. Jett's *Idlin' Jett*, a 24-foot speedster capable of 20 knots without the false work.

Every Thursday night for the last six years members of Columbia River YC, Portland, have met for dinner. Here Commodore Kenneth Brooks tries out the soup. The others are: Noel Davis, Henry Reich, Ken Brooks, Ernie Thomson and Fred Hoff.



VANCOUVER'S BOAT SHOW

VANCOUVER, B. C., had its most successful Boat Show early in April, and the attendance became so great during the evenings that it was necessary to send out warnings by radio with a view to holding back attendance. At some of the sessions the space between exhibits was so crowded that visitors could hardly move.

However, in spite of minor inconveniences, the big crowds made it evident to the organizers that there is more interest than ever in small boats in the Vancouver area. Certainly no one had any complaints to offer.

The show was held this year in the Kerrisdale Arena instead of at the Seaforth Armories, where previous shows were held. The general opinion was that the new location was more satisfactory because it was closer to a major residential district. There is little doubt but that the event will be repeated next year.

The show was staged under the auspices of the Vancouver Boat and Fishermen Association, of which the directors are R. Cliffe Sangster, H. J. Bailie, H. G. Kennedy, C. E. Stafford and Harry Evers, all active in the marine equipment field.

PREDICTED LOG AT OLYMPIA

ROY KIMBEL of Shelton, Wash., skippering his *Flamingo*, took first place in the first yachting event of the season when the Olympia Yacht Club sponsored a predicted log race April 26. Kimbel turned in a low score of .0474 percentage error to beat out a fleet of twenty that participated in an 18-mile course.

Dr. F. R. Van Gilder in the *Diana Van*, a sleek 40-foot cruiser, came in second with .0503 percentage of error.

The race was run between Olympia Yacht Club and Harstine Island. It was complicated by the stipulation that the skippers must include their compass courses with their predictions.

Dr. Frank Van Gilder was appointed chairman of the event by Ken Mandley, commodore of the club. Other members of the race committee were Tom Olsen, Leo Arany, Bill Strock and Carl J. Arney. Judges were Jerry Maury, Lowery Cody and Stanbury Foster.

Here's the way the others finished, in order of percent-

Ed Kennell, skipper of the *Gracie S.* (left) and Irving Johnson, skipper of the 96-ft. brigantine *Yankee*, both plan cruises this year. Kennell will go on a six weeks' cruise to Alaska, while Johnson will start his sixth world cruise on Nov. 1.





Changing the gavel at Los Angeles Boat & Ski Club. Left: Thomas McDermott, Past Commodore and Frank Savino, the incoming Commodore.

ages: Dr. Charles McArthur, *Dawn*; Ed Fitzgerald, *Gypsy*; Lyle Premo, *Hide Out*; T. S. Brundage, *Sylclar II*; William Strock, 30 A 1266; Lloyd Griffin, *Winloy*; George Barron, *Terrapin*; W. H. Schuh, *Shoofly*; Ed Crowell, *Crow's Nest*; K. M. Mandley, *Sbaron*; Elmer Tillman, *Lebanna*; Carl Arney, *Sea Miss*; C. E. Ostrand, *Carlu*; J. F. Wark, *Katbleen*; Horace Heath, *Carol II*; Gerry Lemon, *Yankee Doodle*.

SAILORS ACTIVE AT SEATTLE

SAILING in the northwest is definitely on the upswing from a low of a few years ago. Much of the credit can be given to the little group of enthusiastic skippers who organized the Corinthian Yacht Club. This Seattle organization begins the new season with almost 400 members.

The Wednesday night series was scheduled to start May 6 this season, sailing in Lake Washington with starts near the Corinthian clubhouse. The spring series will end the middle of June, and the summer season will start in the last part of July and continue through August.

On May 23-24 the Pacific International Yachting Association elimination series will be held off Leshi on Lake Washington. PC boats will be used for the contests, with winners slated to go to the Pacific Coast Yachting Association series in June, and here the Pacific Coast representatives will be chosen to attend the North American Sailing Championships at Long Island Sound. Carl Hostetter, C.Y.C., is chairman of the Seattle eliminations.

No important sailing events were scheduled by the big stickers until opening days. The big race of the month is the Swiftsure Lightship Classic, sponsored by the P.I.Y.A., which will be sailed May 29-31.

Meanwhile the Seattle skippers planning to take part in the Honolulu race have had no trouble recruiting their crews. Dr. Carl Jensen's 59-foot yawl *Adios* will have the crew from Cranston Paschel's Owens cutter *Revenge* which made a previous trans-Pacific crossing.

Howie Richmond and Max Wyman also have a complete crew signed up for their 72-foot cutter, *L'Apache*. Signed up for J. Franklin Eddy's 52-foot yawl, *Dorada*, are Dr. R. Philip Smith, Jimmy Cain, Dr. Walter Ricker, Talcott Ostrander, Peter Holst, Steve Chadwick, Jr., with Miles McCoy as navigator.

The smaller boats were out early again this year. The last race of the Dinghy Fleet's frostbite series was sailed April

19 off the Seattle Yacht Club for the Times Dinghy Trophy. Don McVittie in *Tigger* scored 23½ points to edge out Paul Morris in *Mike Fright*, who was second with 19¼ points. Morris is a three-time winner of the trophy and finished first the two previous years.

Stephen H. Chadwick, Jr., has announced that Seattle's International 110 fleet will hold a series of salt water races this summer, headquartering at Haury's Boat House in West Seattle.

LEO LIVINGSTON

QUEEN CITY Y.C.

THE Queen City Yacht Club's chart and compass race on Lake Washington April 19 was won by ex-Commodore Rhodes Spencer in his *Selvia*. Don Cruikshank's *Marji* was second, and Jack Baker's *Shirley Marie II* was third.

FOR SKI COMPETITION

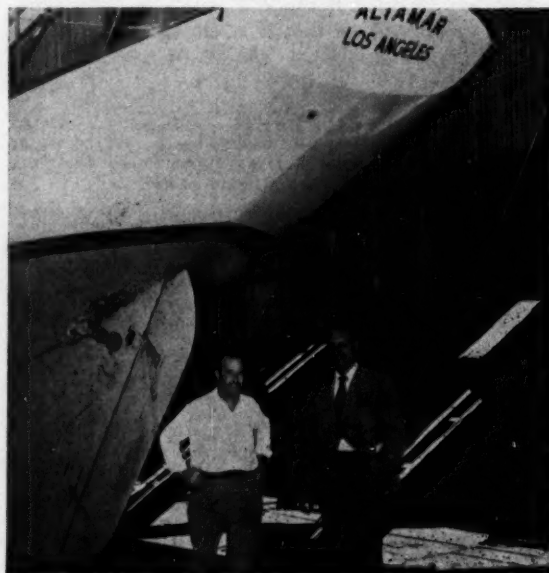
THE LOS ANGELES Boat and Ski Club, in an effort to unite all boat and ski clubs in the Southern California area, called a meeting of representatives from clubs in Fresno, Santa Barbara, Bakersfield, Pasadena, San Diego and Long Beach in April. The efforts of a joint council of such clubs would be toward developing more water areas for skiing and boating and to promote a joint race and ski competition at the end of the season.

The club's new cabinet for 1953 includes Commodore Frank Savino; vice-commodore Charles Cockey; corresponding secretary, Barbara Lewis; recording secretary, June Cockey; treasurer, Helen Spanburgh.

SCYA REGATTA TO BE AT SANTA BARBARA

ANY old timer will tell you that Santa Barbara is an ideal place for regattas. First, its lovely setting makes it eminently appropriate, for beauty is one of the essential qualities of a regatta. Santa Barbara possesses the three most beautiful things in Nature—mountains, trees and the ocean. When you anchor in its snug little harbor, you have a view that can be equalled in few places on this planet. The

Takes a lot of work to get a boat ready for the Honolulu Race. Here Leo Benzini of South Coast Co. and Ken Davis, owner, talk over the refitting of the California 32 Altamar.





—Photographs by Beckner
The critical point in the 38th running of the San Diego Lipton Cup Race. This was on the first run. Just after this picture was taken the two leaders took off and left the others hopelessly in the ruck.

weather conditions are more varied than at any other port in Southern California; they may be light, moderate or heavy. One kind of breeze may last throughout the several days of racing, or the conditions may be different every day. Consequently, no type of boat can count on being served her own weather. Result is they ALL go, each hoping to be the favorite of Lady Luck.

The Santa Barbara Yacht Club has its own clubhouse again, and it is composed of members who are famed for their hospitality. Finally, Santa Barbara is far enough from the big cities so that nobody tries to go home at night. Hence, the "race-after-the-race," considered by many to be the most enjoyable part of a regatta, is favored with a full attendance.

For all these reasons we predict a tremendous attendance at the Santa Barbara Regatta from August 3rd to 9th, inclusive. Large classes will meet from the 3rd to the 7th and the small classes on the 8th and 9th.

As usual, classes will be formed wherever there are three entries in the big classes, five in the small classes. Entries should be sent to Wiley Cole, 541 Arroyo, Santa Barbara, California.

SQUADRON CRUISE OF YRU OF SO. CAL.

JUNE 12th, 13th and 14th are the dates of the Squadron Cruise of the Yacht Racing Union of Southern California. The first day there will be a race from Los Angeles Harbor around Ship Rock and down to Long Point. The fleet will anchor that night at White's Landing. Next day the race will be to the West end of the island and back to Howland's, where the night will be spent. On the third day the fleet will race home. Many fine trophies have been posted, the top prize being the Charles D. Wiman trophy for the overall winner of the three races.

THE PERPETUAL CHALLENGE CUP

LOS ANGELES YACHT CLUB has received a challenge for the San Francisco Perpetual Challenge Cup, oldest trophy on the coast, from the Corinthian Yacht Club, of Tiburon, Cal., naming Denny Jordan's Rhodes 33 as the challenger. We are informed that the challenge has been accepted and that George Fleitz's Rhodes 33 will again be the defender, but that no date for the contest has been set. Corinthian Yacht Club has requested some time in July.

ELLIOTT WINS S.D. LIPTON CUP

THE oldest trophy in Southern California lived up to its reputation on April 12th, when nine of our very fastest boats, manned by top skippers and crews, assembled at San

Diego for this important event. The big spectator fleet in the ocean off the Hotel del Coronado was smacking its lips over the prospect of what the newspapers refer to as a "gigantic."

The course was windward and leeward, two miles to a leg, three times around, and the wind varied from very light to as much as 12 miles.

Los Angeles Yacht Club's contender, Harold Barneson's PCC *Lani*, took the lead early and was about 30 seconds to the good over Walter Elliott's California 32 *Escapade* at the weather mark. The rest of the fleet was around within less than two minutes, so that it looked as though the expectations of a real dog fight were about to be realized. Then the weather took a hand and staged an unforgivable act of rank favoritism. Generally its playful little trick is to bring up the laggards right on top of the leaders. This time it blew for *Lani* and *Escapade*, but capriciously dropped the others. There was still a magnificent dog fight to follow, but it was confined to the two leaders, instead of all nine boats.

Happy grins by the winning crew of *Escapade*. Left to right, seated, Chuck Pickering, Fred Schenck and Tom Skahill. Standing: Saint Cicero, Walter Elliott, Dick McKibben and Don Edler.





—Photograph by Harry Merrick
Highlighting Skippers' meetings now being held at Wilmington Boat Works for Honolulu racers, Wilbo has mounted a complete, actual-size mock-up of mast rigging for demonstrating ideal use of fittings, racing or cruising gear for off-shore sailing. The entrants are given all the information gained over many years and in many Honolulu Races.

Barneson held his lead to the leeward mark, and increased it on the following beat, but when spinnakers were again broken out *Escapade* cut *Lani's* lead about in half. Still, it looked like *Lani's* race at this point, for she had proved on the two former beats that she could hold her own with her tenacious rival. While *Escapade* was slightly out-pointing *Lani*, so far she had not footed fast enough to make a real challenge for the lead. On this leg, however, Elliott's tiller work was such that *Escapade* did gain and work slightly to windward, as both boats stuck to a long port tack. When Barneson went about, his starboard tack would have carried him across Elliott's bow because of right of way, but the latter did not wait that long before tacking. His timing was so well executed that he was able to establish a safe leeward. With *Escapade's* ability to outpoint the *Lani*, she was soon in the lead and had about 30 seconds over the other boat at the mark. The positions did not change on the run, despite quite fluky conditions, in which both boats jibed a couple of times. After they went around the leeward mark for a short beat to the finish line, *Lani* started a short-tacking duel and seemed to gain by it, as she gathered way faster each time than the heavier California 32. Elliott, observing this, finally violated the well-known rule to keep a rival covered and went off on a long port tack. Barneson evidently got a little better breeze, or slant, so that when they converged again only *Escapade's* starboard tack saved her. All hands knew that next time it would be *Lani* on the starboard tack, so the result was still in doubt. They came together again right at the line, but *Escapade* was clear ahead. Barneson luffed head to wind to

Early in April several cruisers in San Diego laid near one of the airplane carriers to listen to the strains from the San Diego Symphony Orchestra. Here the crew of the *Poco a Poco* listens in. Left to right: Mr. and Mrs. Louis Cavanagh, Mr. and Mrs. Beverly Anderson and son, and Mr. and Mrs. George Brakaw.



try to grab the race out of the fire, but the committee clocked him as 10 seconds too late.

Meantime Gartz Gould's *Ballerina*, the San Diego Yacht Club's defender, in third place, had been staging a wonderful uphill fight. The fickle breeze had dropped her almost 9 minutes behind at the first leeward mark, but she gained steadily for the rest of the contest, to finally finish just over two minutes astern of *Escapade*.

The San Diego Yacht Club staged a fine party for the visitors the night before the race, while Paul Kettenburg, Chairman and his race committee handled its end of things in veteran style.

The summary:

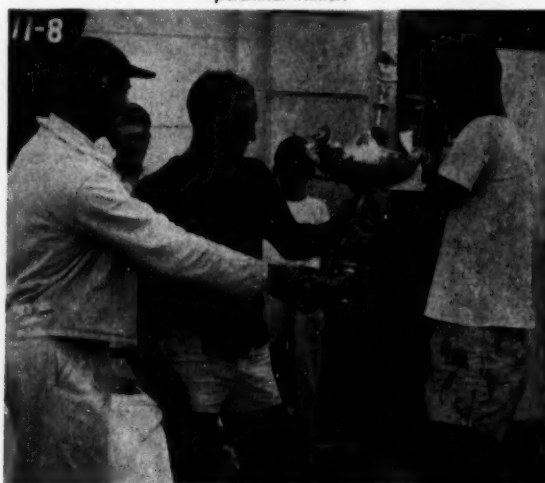
Boat	Owner	Club	Elapsed	Place
<i>Escapade</i>	Walter Elliott	Newport Hbr. YC.	2-46-51	1
<i>Lani</i>	H. J. Barneson	Los Angeles YC.	2-47-01	2
<i>Ballerina</i>	Gartz Gould	San Diego YC.	2-48-52	3
<i>Zorra</i>	John Fox	Southwestern YC.	2-58-12	4
<i>Eulalie</i>	Bill Pickford	Coronado YC.	2-29-53	5
<i>Lark</i>	Carl Long	Balboa YC.	3-07-24	6
<i>Altamar</i>	Ken Davis	Cabrillo Beach YC.	3-08-00	7
<i>Antigua</i>	Hal Ramser	Voyagers YC.	3-13-40	8
<i>Atorrante</i>	Lew Whitney	Santa Barbara YC.	3-20-24	9

PACIFIC COAST WATER SKIING THE SKI JUMP

THE WATER SKI JUMP is the most thrilling to spectators, any time the ski jump is used you are always bound to catch a crowd. The jump is a wooden ramp, and according to the American Water Ski Assn. specifications it must be 20 to 22 feet long above the water, at least 6 feet wide, with a height at takeoff of five feet, except for "Sr. Men" the height at take off is six feet. At least two feet of the ramp surface shall be under water. Anyone who wishes plans for the ski jump and jump meter may drop a letter to the writer in care of this magazine.

When in competition it is very difficult to judge fairly on a ski jumper. Originally, balloons were anchored in the water every five feet. A referee in a row boat would call the distance jumped. This was very inaccurate and slow. Today we use a jump meter. The jump is moored fairly close to shore. Three sights are secured on shore. (Pointers on a table, with a sight). A 100' tape measure is fastened to the jump. Then the distance from 25' and up is called back to shore. The pointers are marked for

Semana Nautica at Santa Barbara on July 4 and 5th will include many class races and the Anacapa Island Race. Here Lowell North, at right, receives the Lipton Cup for Stars, of which he is almost a perennial winner.





—Lankford Photographers
Water action is intensely interesting as Paul Gutleben and his son Donald, aged 11, cut some capers on the Oakland Airport Channel.

every foot called in. When the skier's foot hits the water, the person on the jump meter follows him to this point. The jump meter operator looks at the end of the pointer, the footage jumped is there. The other two sights are used for a triple check up. In a tournament the total three sight meters are added and then divided by three. This gives you an average. Some skiers look very graceful when going over the jump, and yet don't achieve the distance. Allowance is made for this by the use of form judges. Along with the three jump meter men are three form judges. Each scores independently from one to ten. The best form score being ten. These are added together, along with the divided jump distance, giving the skier his total distance. The skier with the highest score is the winner.

Various communities bordering lakes and river have donated the material for the ski jumps and the local water ski enthusiasts have built them. The first one here on the Pacific Coast was in Seattle, then Stockton and San Francisco. The finest one ever built belongs to the Rio Vista Boat and Water Ski Club. It is completely made of steel, except for the surface. It is also its own trailer, with the wheels folding us inside. The jump is raised and lowered with a hydraulic pump.

Everyone who has jumped has his own versions of jumping. For the first attempt it is best to try the jump at

three feet and then increase your height and boat speed. For junior girls and women the boat speed is up to 28 mph and for senior men it is optional to 35. Jr. Boys and Veterans (Men over 35) it is also 28 mph. The longest actual jump here on the coast is 76 feet, established at the National Tournament 1951 in Seattle. With the National Tournament scheduled in San Diego this year, we hope some one from the west captures the honor.

American Water Ski Assn. Sanctioned approved tournaments scheduled to date:

Aug. 1, 2, Clear Lake Park (Sectional)

Aug. 15, 16, Lodi (Pac. Coast Meet)

Aug. 21, 22, 23, San Diego (U.S. National Meet)

American Water Ski Association

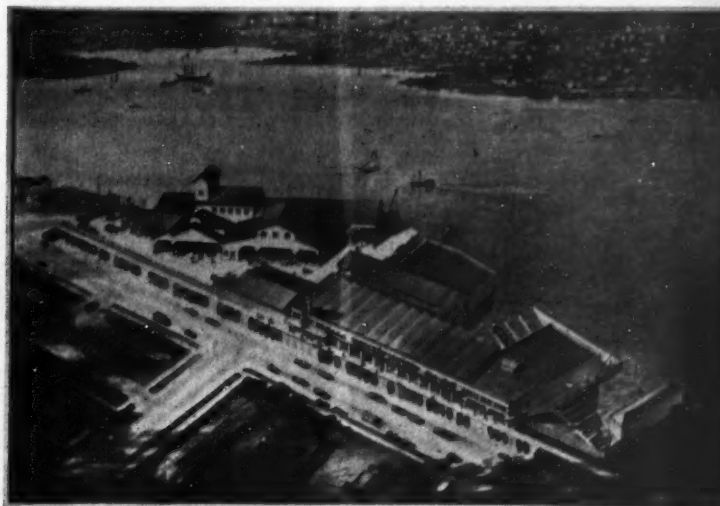
J. Paul Gutleben — Director

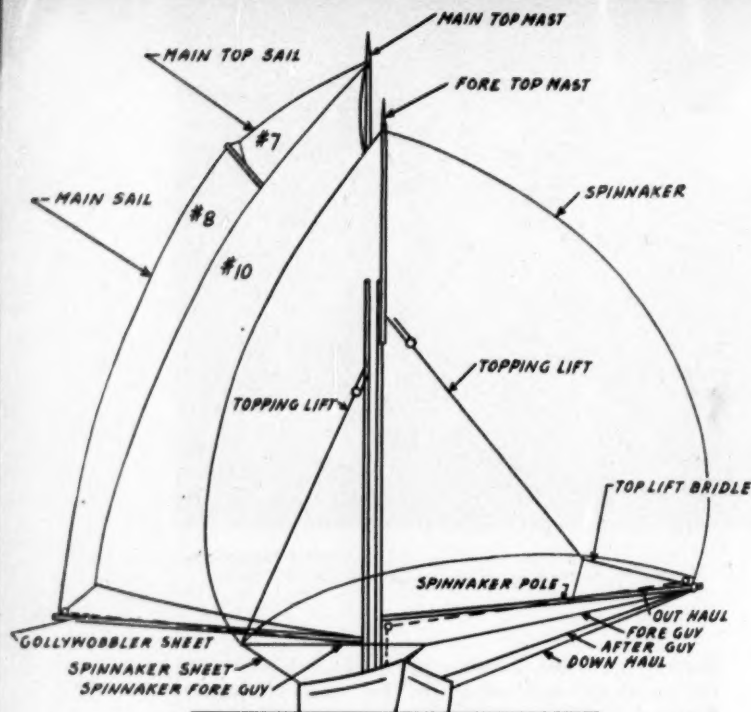
GOODWILL DOES THE IMPOSSIBLE

SAILING men throughout the world are thrilled over the entry of the *Goodwill* in the Honolulu Race. In our imaginations she is Mrs. Windjammer, stately, beautiful, sailing out of the romantic past right into our workaday present. She typifies the vanished fleets of about a hundred

Bryant's Marina, Seattle, is one of the largest pleasure boat firms in the entire country.

The recent boat show at Bryant's Marina, Seattle, drew a total of 53,000 spectators.





Here is the way *Goodwill* will look when running her Westing down in the Honolulu Race. The spinnaker has 10,800 sq. ft. and the gollywobbler 6200. But as one crewman remarked: "They don't look so big when set, any more than a big shoe looks big on a big man."

years ago, such as the delicate, responsive tea clippers or the fleet-footed vessels of Donald McKay, when commercial sail reached its peak of perfection and sailors could fairly be called artists.

Many yachtsmen seem to think that because she is such a tremendous vessel, the *Goodwill* will run into insuperable difficulties that will ruin her chances of leading the fleet to the finish in the 1953 Honolulu race.

However, Ralph Larrabee, the owner, and Walter Elliott, the sailing master, feel that the problem can be mastered. They realize that the handling of an 10,800 sq. ft. spinnaker, and a 6200 sq. ft. gollywobbler in such a race is no small problem. Still, careful examination of the vessel's rigging proved it sturdy and strong. Their first move has been to establish an organizational plan, with key men in each department, and a regular chain of command. This is not meant to imply that the other entrants are not using similar methods, but merely that *Goodwill's* problems are more spectacular because they are more complex.

In preparing the vessel, consideration has been given to every detail by qualified people. For instance, engineering brains have gone into every aspect of the construction of proper spinnaker poles, and other gear as well as the propeller drag. The final determination as to whether or not to carry the propeller will be a scientific one. The winches and the number of men required for each job of sail handling have been given painstaking thought. It has taken hundreds of feet of $\frac{3}{4}$, approximately 4000 ft. of $\frac{1}{2}$ and 3600 ft. of $\frac{3}{8}$ wire line, some of which is double part, to make up the proper gear. Diagrams of the lead of every halliard, sheet, backstay, lift, etc., and the position of every winch, cleat, and tackle, have been prepared and furnished each member of the crew. Each weekend there is long and meticulous practice, so it is safe to say each crewman will know exactly what his station is and exactly what he must do whenever an operation is performed.

These are just a few examples of the careful planning, but they serve to indicate that a scientific plan is being followed. In the crew and advisers are some of the ablest sailing men on the Pacific Coast, and their advice has been heeded, for the plans have been in the making for many months. Regular meetings are held ashore to consider matters brought up by the various department heads, and these questions are considered until practical solutions are found. John Hurdahl will be the navigator. Donald Douglas and Don Edler are the watch captains, Bud Gardner in charge of design, and Mort Miller the radioman.

It is too bad that we don't have the space to go into the organizational details to the extent we should like; but perhaps we have said enough to indicate that *Goodwill's* owner and crew are taking the matter seriously. Those who think there are some superhuman difficulties about the handling of this vessel may have their eyes opened when they see her in action. The problems involved are right up the alley of American businessmen, of whom there are plenty with the proper engineering background in *Goodwill's* afterguard. Many are from Douglas Aircraft, where accomplishing the impossible is a daily occurrence.

The first shakedown cruise was made April 25 in 8-10 mph winds. Although not much of a test, it was just what was ordered to try out the new light sails, winches, and 72-ft. spinnaker pole for the first time. The pole was rigged, and the spinnaker hoisted with no difficulty; and when the stops were broken out, she filled perfectly. Everyone was surprised that the sail actually looked smaller on the boat than the footage would lead one to believe. The fact that the gear came from three or four sources, and was assembled for the first time, and found to be suitable, indicates the care given the preparation of the boat.

CALIFORNIA POWER SQUADRONS

WITH the big sailing news of the month being the Ensenada Race, USPS District Thirteen is proud to have had one of its Staff Captains, a district officer, as Chairman of the Race Committee. He is Bob Boyd of Balboa Squadron and he is also President of NOSA. Dr. Salvatore Monaco was also a committee member, in charge of entertainment. He is also from Balboa Squadron.

At the District's Power Squadron booth at the April Boat Show in Pan Pacific Auditorium in Los Angeles, Tom Sloan, Santa Monica's Commander, who was in charge of the booth, reports more than 500 signed up for the September Piloting courses. Sloan says that these sign ups represent in many cases both husbands and wives and in

(Continued on Page 56)

1953 officers of Long Beach Yacht Club: From left: Port Capt. Stan Wiedrick, Fleet Capt. John Miller, Rear Com. Ted Sten, Vice-Com. J. W. Martin, Com. Dr. E. H. Riesen and Staff Com. Ed Simonis.



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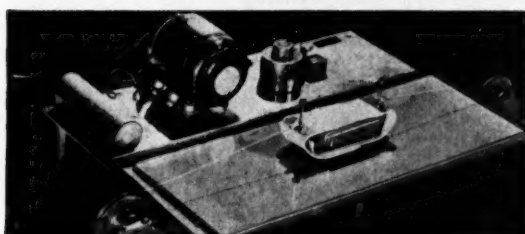
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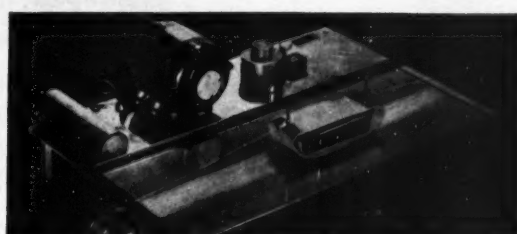


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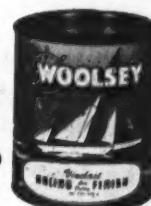
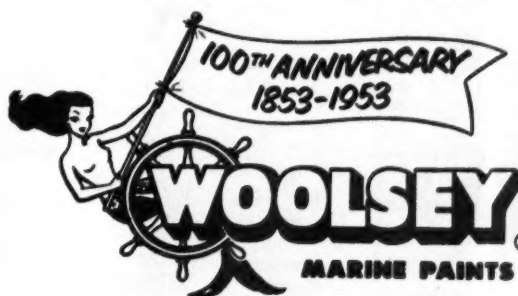
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spoon to gallon of water. **Pint only \$1.29.**

AQUA-SEAL Waterproofs everything—turns ordinary clothing in-
to foul weather gear. **Quart \$1.98; Gallon \$4.95.**

See your marine supply store or
order direct on coupon at right.

SUDBURY LABORATORY, Box 928, Sudbury, Mass.

SUDBURY LABORATORY
Box 928, South Sudbury, Mass.

Send me the items ordered below:

AQUA-CLEAR Feeder
☐ Model A—20 to 74 hp. \$36.50
☐ Model B—75 to 145 hp. \$49.95
☐ Model C—150 to 250 hp. \$75.00
☐ Model D—Over 250 hp. \$190.00
☐ Jr. Model—under 20 hp. \$27.95
☐ Outboard Model \$19.95

Sudbury Sure-Flow
☐ 1" pipe size \$39.95
☐ 1½" pipe size \$63.45
☐ 2" pipe size \$89.95

Automatic Engine Alarm
☐ 6 V—\$19.95 ☐ 12 V—\$20.95
☐ 32 V—\$22.95

AQUA-CLEAR Crystals
☐ 2 Lbs. \$5.00 ☐ 10 Lbs. \$20.00
☐ Liquid AQUA-CLEAR Pt. \$1.98

AUTOMATIC Bilge Cleaner
☐ Quart \$1.98 ☐ Gallon \$7.50
☐ SAV-A-TANK Cartridge \$3.00
☐ Junior Size Cartridge 75c
☐ BOAT-ZOAP Pint \$1.29
☐ AQUA-SEAL Quart \$1.98
☐ Marine Water Jacket Cleaner \$2.00

☐ Enclosed is \$ ☐ Send C.O.D.
Send prepaid. plus postage

Name

St.

City

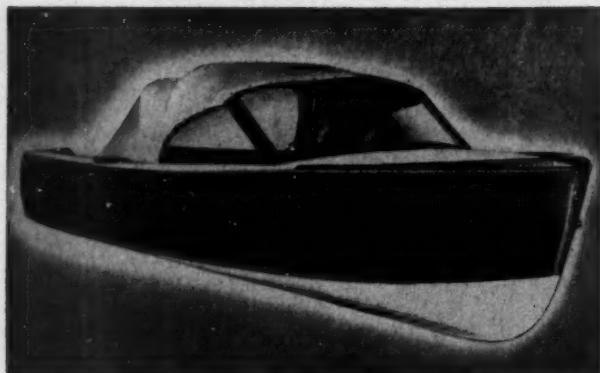
State

☐ Send valuable booklet "How to
Double Engine Life" FREE.

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Bryant BOATS



Left:
18' BRYANT
SEAFARER

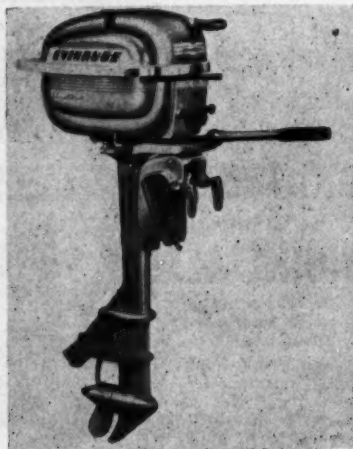


Right:
21' BRYANT
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NINE MODELS OF THE BEAUTIFUL BRYANT BOATS ON DISPLAY — 12 TO 21 FEET.
SEND FOR FREE COLOR CATALOG.



LIGHTWIN, 3 hp. — \$151.00



FLEETWIN, 7.5 hp. — \$218.00



BIG TWIN, 25 hp. — \$410.00

EVINRUDE for '53

THE COMPLETE '53 LINE ON DISPLAY

Not shown above, the new Evinrude 15 hp Super Fastwin, priced at \$339.00

ALSO — A complete line of small Boats in wood, plastics and metal. Marine Hardware, Paint, Electronics. Nautical attire for men and women. Complete line of Home Appliances. Jacobsen & Johnston Power Mowers.

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CENTER OF DIVISION STREET BRIDGE, SPOKANE, WASHINGTON — RI 6338

TRADE WINDS

HOLLAND BOAT WORKS

CHARLES ULMER, San Mateo, is having Holland Boat Works, Burlingame, assemble him a really de luxe Chris Craft kit boat.

The boat, a 21 footer, is getting a Trevano glass fabric hull coating, and will be powered with an Evinrude 25 hp. motor, equipped with Duotrol hydraulic controls.

Holland Boat Works have taken on the Fibre Craft line of Fibreglass boats built by Pacific Plastic Co., and designed by Edwin Monk.

E. Pathway, San Francisco, is having Holland Boat Works build him a Highlander class sail boat. This too, will have Trevano glass fabric on the hull.

LADD BUILT BOATS

LADD BUILT BOATS, Buckley's Cove, Stockton, Calif., has added a 700 sq. ft. addition to the plant. The new addition houses executive offices and a show room. It is in rustic style, most appropriate to the location.

According to Bob Armstrong, partner in the company, they are turning out an average of two boats per day on all models, and have delivered to the middle of April, 142 boats in 1953.

NEW STEPHENS DIESEL CRUISER

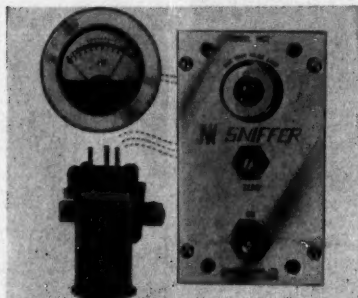
BAUMAN BROS. & Dick Miller Associates, Sausalito yacht brokers, and Stephens Bros. distributors, have ordered for stock a 46-foot Stephens cruiser to be powered with the new General Motors inclined four cylinder Diesel engine, developing 138 hp. at 2100 rpm. The new cruiser will be twin screw, and the engines are being purchased from West Coast Engine & Equipment Co., Berkeley.

She will have a flying bridge, dual controls, and custom interior arranged to sleep seven. There will be Monel tanks, shafts, and other refinements. Delivery is expected in September.

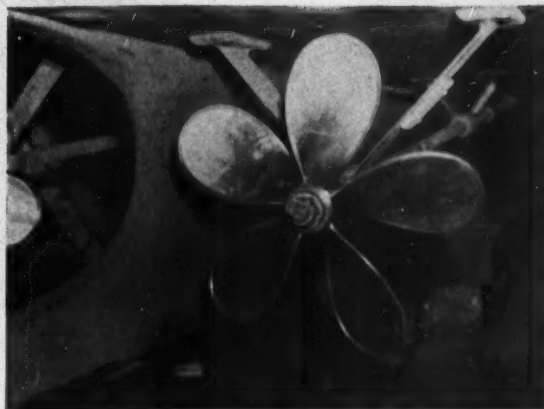
HUNTER CRUISERS

DAVEY JONES, El Cerrito, Calif., has taken delivery of a new Hunter 40 cruiser. In fact it was the Hunter cruiser shown at the San Francisco Boat Show by Hunter Boat Corp., Suisun City, Calif. The craft is powered with twin Graymarine engines, 150 hp. each, and is equipped with a Fisher 25 watt radio, and Ivalite searchlight, as well as Wilco bilge pumps. Jones has named his craft—*Davey Jones*.

Sylvester Enea, Pittsburg, Calif., recently got his second Hunter cruiser. This time he bought a Hunter 30. It is powered with a Graymarine. Sylvester turned in his older Hunter cruiser, built in 1940, on the 1953 model.



Continuous protection against the accumulation of combustible vapors in the hull is provided by the J-W SNIFFERS, made by Johnson - Williams, Ltd., of Palo Alto, Calif.



Increased efficiency is claimed for these two Olympic five-bladed propellers installed on Stanley Donagh's Shoreleave by the Jensen Motor Boat Co.

S. L. Prante, Dixon, has taken delivery of his third Hunter cruiser. He bought the boat through the Uptown Yacht Harbor, Stockton. He turned in his Hunter 30 on a twin screw Hunter 34. The boat is powered with twin Graymarine engines, supplied by Hall-Young Co., San Francisco.

The burgee of the commodore of the San Rafael Yacht Club, San Rafael, is now proudly flying from the yard of a new Hunter 34 cruiser. The twin Graymarine engines were supplied by Hall-Young Co., San Francisco.

NEW CHRIS-CRAFT

BUD BEACH, Placerville, Calif., had Sacramento Yacht & Supply Co., Sacramento, finish up an 18 foot Chris-Craft kit boat for him. The boat will be powered with a Johnson Sea Horse 25 hp. motor, and the motor will be equipped with Fox Duotrol hydraulic controls. Bud also bought a Chris-Craft four wheel boat trailer from Clark Ballard at Sacramento Yacht & Supply Co.

DuPONT PERSONNEL

TF. STONE, assistant sales promotion supervisor for the West Coast, E. I. duPont de Nemours & Co., paint and finishes division, San Francisco, for the past four years, has been appointed to the post of advertising and

Kover Kraft, Newport Beach, applies a layer of Dexolium, Fiberglass deck covering, to a cruiser. It is distributed in So. Cal. by Allied Products Eng. Corp.





Atlantic-Pacific Mfg. Corp., Brooklyn, N. Y., has introduced a "Make-it-Yourself" APCO water ski kit, which is very easy to assemble. Write SEA-Pacific Motor Boat for further information.

merchandising correspondent for the Pacific Coast, and will continue to make his headquarters at the San Francisco office of the company.

M. L. Gordon, sales promotion supervisor for the West Coast, who formerly made his headquarters in San Francisco, has been promoted to the post of sales supervisor for the Northwest District, with headquarters in the company's offices in Seattle.

E. I. duPont de Nemours & Co. marine paints and finishes are distributed in California by C. J. Hendry & Co., in Oregon by Staff Jennings Marina, Portland; and by Bryant's Marina, Seattle.

BOAT SALES AT SEATTLE

SALES of boats were brisk this spring on Seattle's lake front. One of the largest boats to change hands was the 127-foot *Aquilo*, a 52-year-old yacht that was sold in a foreclosure action. It was purchased by Gene Walby, Queen City Y.C. member who also owns the 50-foot twin screw *Waboma*. Walby's bid was \$8,700.

Bryant's Marina reported much interest in Chris-Craft. Earl Montgomery purchased a new 35-foot express cruiser in April. H. C. Walker of Seattle bought a new 36-foot Richardson sedan cruiser from Washington Boat Center.

The new 52-foot cruiser being built for Bob Wilson at

Nelson & Hansen, West Seattle, will be launched soon. The design is by Ed Monk and power will be a 671 GM diesel.

Small boats are changing hands fast, with small sailboats being quite popular. Also popular in the Northwest this year are the small outboard cruisers, which are said to be ideal for both day-fishing and short cruises.

Dave Whitcomb, Jr., has purchased one of the current 19-foot Monk designed outboard cruisers being built by the Washington Boat Center. Whitcomb has outfitted his boat with enclosed head, tiny compact galley, bunks, and two 26-hp Evinrude outboard motors. With full load, he cruises at 20 mph, has a top speed near 30.

Whitcomb's little cruiser, the *Dry Run*, is ideal for trailer cruising, and he expects to make some extensive trailer-cruises this summer.

LEO LIVINGSTON

FIVE-BLADED PROPS

WHEN Stanly Donogh's 79-foot *Shoreleave* leaves Seattle on the first of her three Alaska charter cruises this summer, she will be driven by two five-bladed propellers.

Donogh said that the five-bladed wheels are somewhat unusual for this type of service. Also unusual is the fact that these are right and left-handed wheels. They have 32 inches diameter and 38 inches pitch and were designed and cast by Don Thomas, Olympic Propeller Co., Seattle.

A trial run has already convinced Donogh of several advantages resulting from this installation. Additional smoothness of performance is noted with reduced vibra-

A very neat water ski manufactured by Shoals Ski Co., Florence, Alabama.



Launching a 36-ft. Jacobsen 36-ft. Custom Cruiser, built by Jacobsen Boat Co. of Seattle. The boat was pulled down on the sand at low tide by a cat and then floated at high tide, an original but highly successful method.





A truly remarkable metal polish is Formula 40. Most people refuse to believe that merely by wiping it on and then off, such good results can be obtained — until they try it.

A new 26-ft. Crown Craft, the Limit, is owned by John Sampson of Los Angeles, who keeps the craft at Lake Mead. It sleeps six and is built of plywood covered with Fiberglas.

tion and noise.

"As near as we can tell we will pick up one knot, which is between five and 10 per cent in efficiency," he said.

The *Shoreleave* is powered by two Gray 671 Diesels, cruises 12 knots at 1500 rpm through 3-to-1 reduction.

CASS & JOHANSING MOVE

CASS & JOHANSING, whose marine insurance department is under the direction of C. King Brugman, has moved to its own, new building at 1210 W. Fourth Street. The phone number remains Mutual 5371. Formerly they occupied space in a downtown office building.

SHINES BRASS INSTANTLY!

GONE forever are the days of rubbing and scrubbing to shine brass and chrome! Now the new no-work polish, Formula 40, shines brass and chrome instantly! Just wipe it on and wipe it off! Metals gleam like new and stay shiny longer, thanks to Formula 40's special protective coating. Formula 40 also removes rust.

A large Yachtsman's tube (enough for an entire season) costs only \$1.50. Formula 40 is available at all stores, or will be sent prepaid. Order from John C. Charles Co., 1436 N. Kenmore, Los Angeles 27. Satisfaction is guaranteed!

WASHINGTON BOAT CENTER'S OUTBOARD CRUISER

A BOAT most people can afford, and yet have cruising accommodations, is the new Monk-designed 19-foot outboard cruiser being built and marketed by the Washington Boat Center of Seattle.

Involving a number of new features for a craft this size, and selling for as little as \$985 f.o.b. Seattle, according to



the stage of its completion and equipment, it is designed for use with either single or twin 25-hp motors, has a length of 19 ft., 7 ft. 6 in. beam, a roomy cabin, sleeps three, and has plenty of room for a hanging locker as well as a 4 ft. galley.

In spite of the roominess of the cabin, the boat has an ample-sized cockpit which is made possible by the fact that it is designed strictly as an outboard boat and therefore has the bulkhead further aft than on many types.

The boat can be bought with only structural work completed or in various stages to the completely equipped de luxe model.

RAY JORDAN'S NEW BOAT

RAY JORDAN, broker at Fellows and Stewart landing, purchased the *Lucky Ray*, a 40-ft. double-cabin enclosed-bridge Chris-Craft built in 1941. Ray plans to use it during the summer to take his friends on weekend cruises.

EULALIE SOLD

THE PCC *Eulalie* has been sold to Ken Croan, and her number changed from 1 to 20, Paul Kettenburg reported. *Eulalie* was George Kettenburg's boat.

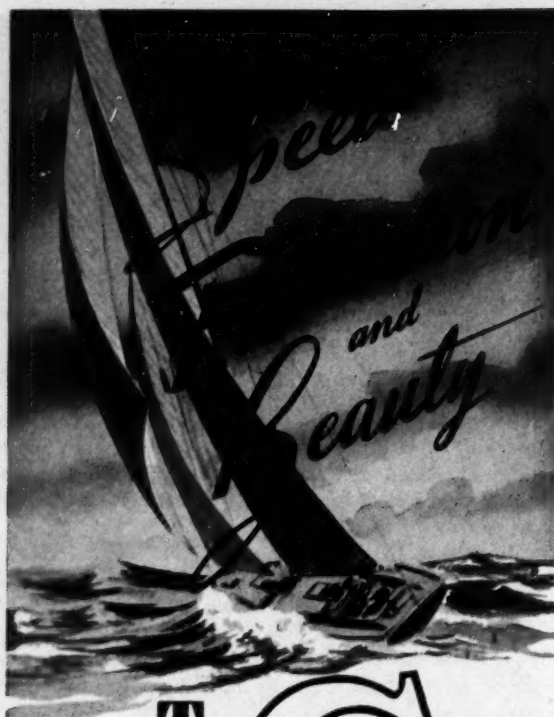
HYDROCAPS

NEWMARK SPECIALTY CO., Wilmington, Cal., has been appointed Southern California distributor for Hydrocaps, devices which automatically convert the hydro-



Valley Sporting Goods, Glasspar boat dealer in Modesto, Cal., and dealer for Mercury Outboard Motors, had Trevor Griffith and Joseph B. Gere in charge of its display at the Modesto Power Boat Club's March Boat Show.

Dan B. Sedgwick, Director of Sealer Merchandising, Douglas Fir Plywood Ass'n., Tacoma.



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TRIPLE "C"

CAPE COD COPPER COMPOUND—the world's finest anti-fouling protective coating . . . A complete guard against all marine growth.



HI-TEX

A high gloss and color fast marine enamel—formulated for protection against all marine elements. Hi-Tex applies with ease for a self leveling mirror-like finish.



ALL PROOF 44 SPAR

A brilliant varnish of maximum durability proven by many years of marine use.

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SCIENTIFICALLY MANUFACTURED BY

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50 YEARS OF PROVEN DEPENDABLE QUALITY

gen and oxygen in battery gases into water, and thus lengthen battery life.

MARINE RADIO COMMITTEE

MEMBERS of the San Diego, Southwestern and Coronado Yacht Clubs, the Port of San Diego, San Diego Harbor grange, U. S. Coast Guard Auxiliary, H & M Sportfishing Assoc. and other commercial groups met to form the San Diego Marine Radio Committee April 1.

Goals of the group representing 750 radio equipped boats, are to alleviate the overcrowded conditions of channels 2638 and 2738 through education and self-discipline, and to obtain additional badly needed frequencies, as well as promoting the use of V. H. F. Walter Maertins is chairman, Lewis T. Cavanagh, vice-chairman, and Jack Peterson, secretary. Ney Landry of the San Diego FCC was appointed advisor to the committee.

GOLD CUP FILM

SPEEDBOATING groups will be interested in knowing that there is available now a 16mm technicolor sound movie, entitled "High Gear," showing the entire Gold Cup Race in Seattle in 1952.

The film may be obtained by writing the Seattle, San Francisco or Lynwood offices of the Western Gear Works, whose Seattle office produced the film.

DIMAGGIO'S CHRIS-CRAFT

JOE DIMAGGIO, famous San Francisco ball player, recently repowered his Chris-Craft runabout with a Chrysler Crown, purchased and installed by Boicelli & Boss, Fishermen's Wharf, San Francisco.

NEW GRAYMARINE

BOB WILSON, Redwood City, Calif., has repowered his 31-foot Chris-Craft cruiser with a Graymarine Model 150 engine with 2-1 reduction and reverse gears. The engine and new propeller shaft were purchased from and installed by Hall-Young Co., Fishermen's Wharf, San Francisco.

VESOJA'S NEW STORE ADDITION

ARNE VESOJA of Vesoja's Yacht Sales of Seattle is now making almost complete use of the new 40 x 60 ft. addition he has made to his plant on Lake Union although formal opening will not be made until fall, as he is so busy now with the spring boating season that work inside has had to be postponed. The building is two stories high and the lower floor on the lake level is being used for Burchcraft and other types of boats Vesoja handles, while the main floor is a very attractive boat display and sales room.

BINOCULAR INSTRUMENT CO.

BINOCULAR repair service, in addition to sales and service of Bosch & Lomb binoculars, is being offered boat owners by the Binocular Instrument Co. with offices at 536 S. Hill St. in Los Angeles. The two partners, Robert Huttl and Otto Riemer, have had 25 years experience in the repair of binoculars.

SOUTHWESTERN INSTRUMENT CO.

SOUTHWESTERN INSTRUMENT CO. of San Pedro is announcing the arrival of 1953 Pacific Coast Light



All New HUNTER 30' Twin Cabin Cruiser

Notice the trim lines of this rugged beauty! Fast but heavy, too! Investigate and you will find that she outweighs most stock cruisers even to 35 feet. All mahogany superstructure, mahogany hull, oak frames for lasting life! The wheelhouse is large and uncluttered with full size double bed and dinette, while below are two single berths in private owner's stateroom. Better than average headroom throughout! Powered by Gray Marine.

HUNTER BOAT CORPORATION

P.O. Box 308, Suisun City, Calif.

Phone: Suisun 300

Compare, and see why

HUNTER CRUISERS

are your best buy—there's a model to suit you

ORVAL LYON Harbor 1342

Southern California Distributor



30' Cruiser del. Balboa.....	\$10,500
34' Twin Screw Express.....	15,500
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Prices F.O.B. Balboa Subject to Sales Tax

90% of the lumber in Hunter Cruiser is mahogany. Immediate delivery on most models. Terms if desired.

Hunter Service

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THE YEAR



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| ★ Marine Ways | ★ Engine Overhaul |
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SALES, SERVICE, FACTORY PARTS

BALBOA YACHT BASIN—NORTH OF BALBOA ISLAND

701 Bayside Drive

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Newport Beach, Calif.

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HAS A BOAT TO
FIT YOUR NEEDS

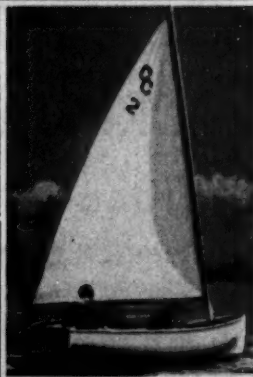


Cabin Cruiser Sport-Fisher \$2295



Car-Topper \$295

Glass-Cat \$485



MAST, BOOM, TRUNK, ARE ALL FIBERGLAS —
NO STAYS NEEDED. PRICED LESS SAILS.

Whether you want a lightweight utility fishing boat or a deluxe cabin cruiser, you will find a 100% fiberglass GLASSPAR boat to fit your needs.

Constructed without through-hull fastenings, GLASSPAR 100% fiberglass boats are extremely lightweight with exceptional strength.

Contact your Glasspar dealer or write for descriptive literature. Glasspar fiberglass boats range in length from 10-20 ft., priced from \$225 to \$2595.

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19101 NEWPORT AVE SANTA ANA, CALIFORNIA

Lists. All these volumes of HO 249 are now available, as well as new HO 84 Mexico sailing directions. You'll find there, too, the new book HO 615 Density of sea water.

NEW CONSTAVOLT

INSTALLED by Ken Wilson's Chris-Craft sales in Newport Beach on the 40-foot Chris Craft "A-One" is a 30-amp., 12-volt Constavolt, supplied by Ets-Hokin & Galvan, distributors for this product manufactured by La Marche Mfg. Co. The "A-One" is a double-cabin, flying bridge cruiser, owned by Universal Enterprises and is moored at Newport Beach.

SEAWAY OUTBOARD SERVICE

BRYANT'S MARINA of Seattle announces the appointment of the Seaway Sales & Service Co. as new dealers for the Evinrude outboard motor which will mean two new outlets, one on the Seattle regrade district at Aurora and Thomas and the other in West Seattle at 3801 30th Ave. S.W., where Seaway now has stores.

This company has expanded in an interesting way recently in the outboard sales and service field. The two partners, Hank Gardner and Ed Brotherton, old hands in the outboard game, are in charge of the two salesrooms, Gardner at West Seattle and Brotherton at the Aurora store.

SWAMPED WITH NAVY WORK

VERNON ROWE of the Ballard Pattern and Brass Foundry of Seattle, whose streamlined deck hardware and fittings are well-known to visitors to the coast boat shows, states that his firm has been so crowded with orders for a multiplicity of fittings and equipment for the two types of minesweepers that the Navy is building on Puget Sound that they have had to add two new extensions on their Ballard plant recently and even so have had a hard time making deliveries on the regular run of their small boat deck fittings.

SAGSTAD TO BUILD NAVY BOATS

HOWARD SAGSTAD of the Sagstad Boat Co. of Seattle is back at work after sustaining a severe fall in San Francisco where he went in connection with the very considerable order his yard recently received from the government for airplane crash boats. Now that he is back in the harness again he expects to get the plant underway as soon as possible on the new Navy order.

FIFTIETH ANNIVERSARY

ON May 12, 1903—just 50 years ago—the Washington Stove Works incorporated in the State of Washington. The founders were Fred Mackey, William Mackey, Sr., Irving Smith and Ernest Mackey. Just three men were employed in 1903 compared to the 42 persons who today turn out Olympic, Neptune and Gypsy marine ranges as well as many other lines.

Today the physical properties of the plant dwarf the original buildings and products of the firm are found from the Pacific Rim to the Atlantic seaboard and in many foreign countries. Today Earle M. Mackey is president and William L. Mackey, vice-president and manager.

NEWS FROM FOUR CORNERS

(Continued on Page 46)

some cases several members of a boating family.

Outstanding among the practical phases of the Squad-



SMART SKIPPERS USE STANFORD FIBERGLASS

FOR
HOUSE TOPS — DECKS
SMALL BOAT HULLS

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WHEREVER CANVAS IS USED—FIBERGLASS IS THE ANSWER

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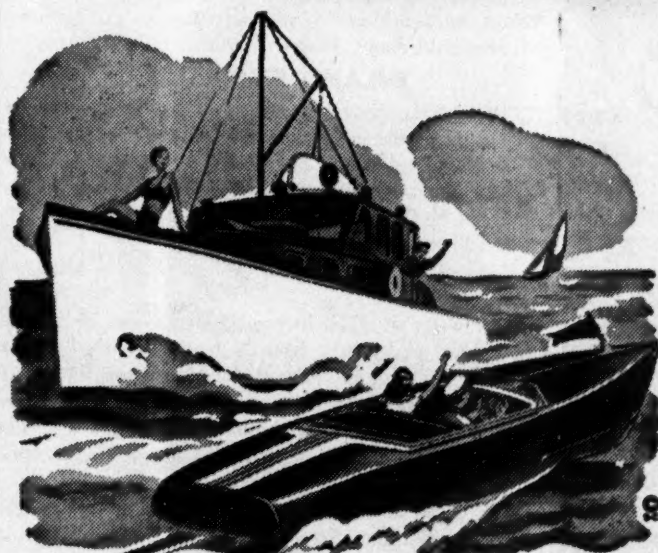
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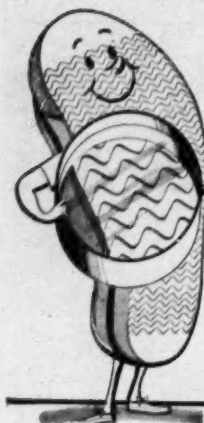
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WE SPECIALIZE IN PROVISIONING YACHTS FOR LONG CRUISES



Top-Siders for Dependable Squeegee Safety

It's the sole you can count on! On 'top-side, docks or dinghy, Top-Siders let you be active with safety. The squeegee slits grab hold and cling to the smoothest surface, wet or dry.

ACTION TOP SIDERS

Flex like your palm; no resistance in action



CANVAS OXFORDS — racing favorites, have double-deep heel cushions, cool, loose linings. White or Navy. Men's 4-14. Women's 2½-10. **8.95**

LEATHER MOCCASINS of hand-sewn elk stay pliant and limber. White; Men's wide; women's narrow or wide. Brown: Men's and women's narrow or wide. Men's 6-13; women's 4-9.

Brown, 15.95 White, 16.50



CASUAL TOP SIDERS

Firm, cushiony support with dress-up looks



LEATHER OXFORDS of dressy glove-soft elk, give balanced support to the whole foot. White or Brown. Women's narrow, 5-11; medium, 4-10. Men's narrow or medium, 6-13. **14.50**



COMMADORE OXFORDS give firm shoe support through the arch; cushiony cork mid-soles, wedge heels. Faded Blue Denim; Navy or White Duck. Men's 4-13. Women's 3-10. **9.50**



LIGHT-BUYS are new dressy Top-Siders with the firm, supporting construction of the Commadore. Easy-on and easy-off elasticized in-steps. Navy. Men's 5-13. Women's 3-10. **9.50**



Designed by a Yachtsman for Yachtsmen

Juniors! Ask your dealer, or write us for your copy of "Rules of Safety and Seamanship."

WRITE for complete descriptive folder.

8 MAIN STREET, BEACON FALLS, CONN.

ron's teaching program were the Los Angeles Harbor cruises carried out April 18 by Santa Monica and April 19 by Los Angeles Squadron.

A morning devoted to running a predicted course was followed by lunch at LAYC. In the afternoon, the newly graduated Piloting class men took over the boats of fellow members and all of the predicted log work was done by the new men. They came up with some excellent results, considering that it was their first try. Boats used by Los Angeles were Commander Adam McQuat's *Regina*, Dr. Elwood Shultz's *Florencia*, Dr. Lester Lowe's *Hypo*, Dick Evans' *Milady*, and *Widgeon* and *Celinda*.

District Commander Tracy predicts that all California Squadrons will be following the lead of these two Squadrons in providing an opportunity for the inexperienced members and the non-boat owning members to have some practical application opportunities, all of which should make the taking of Piloting courses still more attractive to enrollees.

ISABEL ANDREWS

DEL REY YACHT CLUB

THE Del Rey Yacht Club, hopefully situated at Del Rey, Cal., where one day we shall see a magnificent small craft harbor, held its elections for 1953 on April 7th.

Officers are: L. J. Rosenkranz, Commodore; John R. Sahanow, Vice-Commodore; Joe Weiss, Treasurer; Charles Leveson, Secretary and William C. Stein, Judge Advocate.

LAYC'S STAG CRUISE

LOS ANGELES YACHT CLUB'S Stag Cruise, March 29th and 30th, ran into some heavy weather, although it did not begin to blow very hard until after most of the boats were moored at Howland's Landing. In the night some mooring lines parted, as they were the old ones from last year, the new lines not yet having been rigged. However, there were no serious results.

In the race from the club to Howland's, Walter Franz's *Andale* was the winner, with Carl Loag's *Lark* second, Lew Whitney's *Atorrante* third and Ken Davis' *Altamar* fourth. There was no race back to Los Angeles Harbor, but the Newport Harbor boats staged their own race back to their home port. Chuck Ullman's *Legend* ran away from the others, finishing some 37 minutes ahead of the *Lark*, with *Atorrante* third and *Altamar* fourth.

INLAND EMPIRE SEA

THE sailing season is on again here. In the first two races of the season, members of the Spokane Sailing Club distributed honors beautifully.

Race No. 1 for the year saw Harold Thompson in first, followed by Oscar Calkins. Race No. 2 found Don Blume with a first and Warden Hanel second.

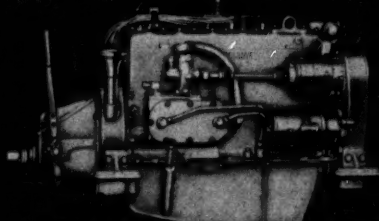
Races of the club are sailed on Lake Coeur d'Alene each year.

Low water in April hampered all boating in the lake, and made underwater hazards particularly bad. Sylvan Dreifus, his hull all painted for the season, hit a submerged log in the channel when leaving the yacht club and stove a hole big as a hat through it. He reached shallow water in time to avoid sinking, but it cost him a chance to enter the initial sailing races of the season.

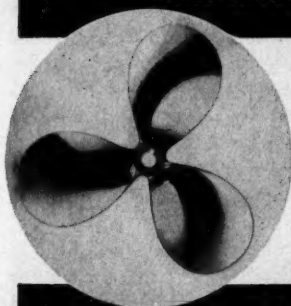
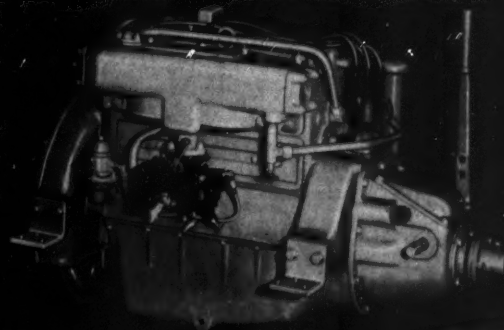
May 2 saw all the lakes of northern Idaho open to trout fishing, and Priest, Pend Oreille and Coeur d'Alene all had full quotas of watercraft out for the early fishing.

There will be more mid-summer haulings than usual this

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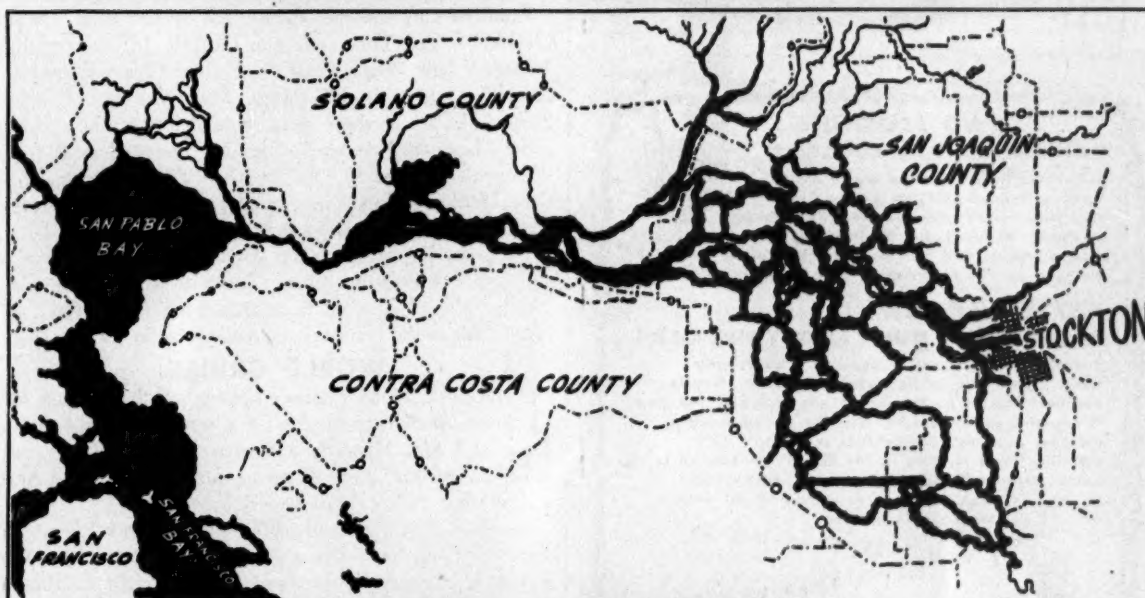
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year. A mild winter prompted more than the usual number of cruisers to leave their craft in all winter, so the underwater repairs and paint jobs will wait for summer.

More and more fresh water sailors are using copper-laden paints for underwater surfaces. They have found that the poison paint halts growth of unwanted vegetation on bottoms, and that smooth hulls, so important to the racing fraternity, are maintained far longer than with plain paints.

E. HARVE PARTRIDGE

ON THE COLLEGE SAILING FRONT

THE UNIVERSITY OF CALIFORNIA Sailing Team defeated Stanford, Washington, Pasadena City College and Muir College for the right to retain their 18 year old Perpetual Trophy in International 14 dinghies on San Francisco Bay. The races were conducted in 20 knot winds and after a round robin of all schools, Stanford, the defending Pacific Coast Champion with Kim Munholland, Charles Merrill and Mike Jaeger were tied with California's Al Smith, Roger Welsh and Fred Kopke. The final race was a humdinger with Welsh dropping out near the start after an accidental foul and Munholland dropping out near the finish, Al Smith won the race and California was on top by $\frac{1}{4}$ point!

Meanwhile in the sunny weather in Southern California UCLA's new team of Bob Griffes, Peter Grant, Ron Collins and Morgan Morgan decisively won the USC Regatta sailed in PC sloops generously loaned by the Balboa PC Fleet owners. USC, Pomona, Claremont and Stanford followed. The same team moved over into Lehman dinghies at NYHC and won the Pomona Regatta with Pomona 2nd and USC 3rd. Bix Bixby of Pomona again was the individual star.

Pasadena City College Varsity, led by Jim Blixt, Oscar Clevidence, Ted York and John Griffith, Jr.; successfully defended their Pacific Coast Jr. College Championship at BYC also racing in PC sloops. Muir was 2nd, Orange Coast 3rd. While these races were being conducted the entire Claremont-Pomona Sailing Club chartered a 100 foot schooner and sailed to Catalina Island for the Easter vacation. Hard working Cappy Slade, Pomona Commodore, was the sponsor of this event.

Races for the college teams continue nearly every weekend and the Stanford Champions with Clark King and Charles Merrill plan on representing the Pacific Coast at New York in the National Intercollegiates in June.

WORLD CRUISE

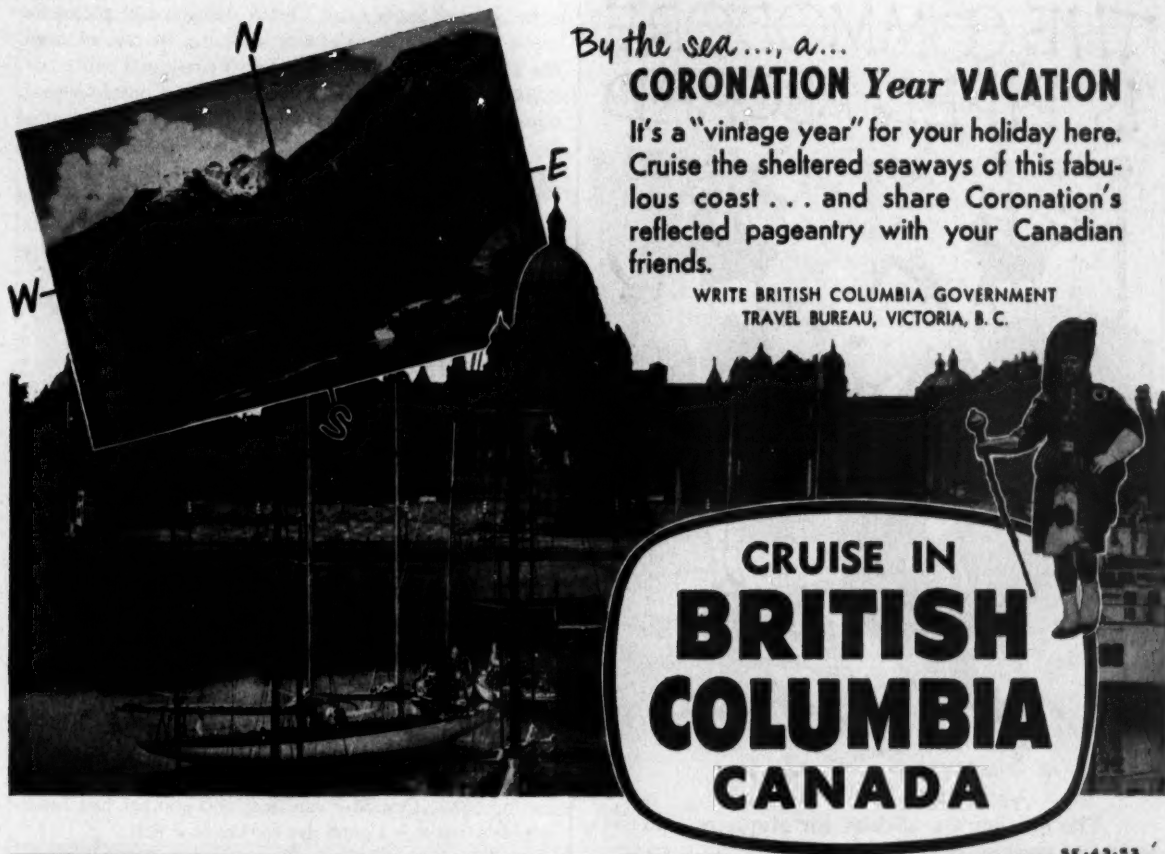
THE 83-ft. Alden schooner *Varuna* left San Diego's Pt. Loma Anchorage April 5 for a 'round-the-world cruise. Dean and Mrs. Kennedy and their children Melvin and Joan, along with 12 guests, plan to stop at La Paz and Acapulco. Mack Akin sold the vessel.

Another yacht, the *Southwester*, 40-ft. Atkin ketch, which has been at the anchorage a year, left for a two year cruise in the Caribbean. Colonel and Mrs. Kenneth C. Brown brought the boat from New York in 1949 for a similar cruise, ending in San Diego. They plan to be back in New York in 1956.

DIVISION X USCGA

FLOTILLAS 107 and 108 are uniting to entertain their members with an afternoon of cruising and visiting Flotilla boats at the California Yacht Anchorage, San Pedro, where open house aboard ship and short trips around the Harbor will provide both entertainment and instruction.

The task of escorting the Ensenada Race was allocated



By the sea ..., a...

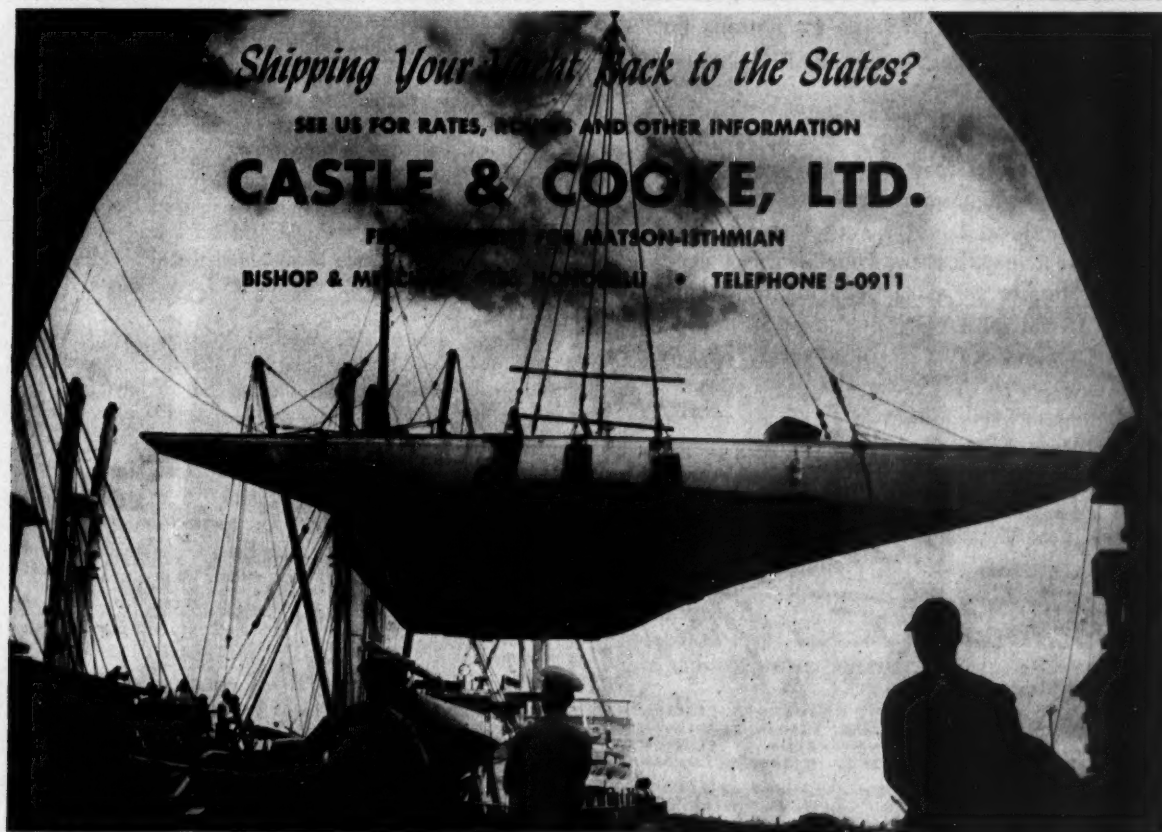
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to the United States Coast Guard Auxiliary, to patrol the course and stand by to render assistance in case of need. The 85-foot *La Osa*, owned by Lou Viereck of Flotilla 107, Division X, had on board the Mexican Consul-General, Salvador Duhart and Mrs. Duhart; Bob Boyd, president of the Newport Ocean Sailing Association; Bob Lewis, committeeman, and the hostess, Mrs. Lou Viereck.

Duncan Gleason, Commander of Flotilla 107, has sold the *Dorothy* to Hal George, a new member of the Flotilla, and has bought the *Sea Bird Paranoia* which will be rechristened the *Dorothy G*.

DUNCAN GLEASON

UNDER DIAMOND HEAD

KANEOHE Yacht Club's traditional season starter is the Free-For-All regatta open to all KYC classes and sailed as three short heats over a short, L-shaped course. This year 15 Lightning and Mid-Pacific sloops turned out on a bright Sunday afternoon, with calm seas and a mid-dling-light trade wind.

Bobby Edmondson, who sailed M-P's during the last several seasons, tried his hand at a Lightning for '53 and rang up 47 points to win the Cowan Shield trophy. Phil Fisk and Commodore Wally Hawkins tied for second with 36 points each, with Jens Schultz and Jess Ryno fourth and fifth on 35 and 33. Cy Gillette, who won the first and third races, drew a "DSQ" for the first heat which put him out of the running.

This year the Lightnings had it all their way, taking all the top spots. One M-P capsized, and another had rudder trouble to make it a glum day for the M-P fleet.

Waikiki YC's El Toro Fleet invaded Kaneohe during April, to stage the second annual El Toro Kaneohe Championship regatta. This time Charlie Dole was defending the El Toreador trophy—a grisly assemblage of bull's horns that may have started life as a hatrack—under strict admonitions from wife Jimmie to lose the censored thing.

The course was a four-mile grind around Coconut Island. Wind was light trade, with a little chop building up in the middle of the bay. Frank Rothwell jumped the gun, was recalled, took a fresh start, worked out a lead in the first half mile, and was never headed after that. Bob Miller finished second, ahead of Commodore Larry Haus and four others.

On the leeward side, Waikiki YC sailors ended their series with Dick Mahan breaking into the regatta winner column by topping the Star fleet ahead of Sid Kraul. Dr. Al Majoska looked like the new top skipper for the PC's, with his *Ebu Kai* again heading the fleet point score for the second successive time, and again with a slight but decisive margin over Len Crosby's *Malibini*.

The other fleets ran truer to form, with Commodore Larry Haus in *Skeeter* winning over Fred Gross' *Kaala* among 110s, Jerry Sheeley's *Chief* (sometimes known as *Snake Pit*) leading the 210s ahead of George Over's *Jim Boy*, and with Henley Dillingham's S-boat *Mokibana* out in front in its class.

(In passing, "Diamond Head" erroneously reported last month that Commodore Haus had won that month's 110 event. Actually the winner was *Kaala*, with Fred Gross skippering.)

Kaneohe YC's second series of the year, with one race still to be run, has Bill "Puka" Hole's *Genie* ahead of the

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Lightnings for the Rathburn Deaton trophy, and Bill O'Heron's M-P up in front for the Cooper Cup.

Most noteworthy of arrivals at Honolulu during April was Dr. Bill Howell, a London dentist, who sailed his little *Wanderer II* single handed from England to Hawaii by way of Gibraltar, the Canaries, the Panama Canal, the Galapagos, and Tahiti. Howell reported the worst part of the trip was between Papeete and Honolulu. Though he originally planned to sail to San Francisco and sell *Wan-*

derer, he is now considering disposing of the boat in Honolulu and flying home.

BOYD HILL

PENGUIN NEWS

A LAMITOS BAY skippers swept the Easter Regatta at Balboa Yacht Club. John Biby was first with $3\frac{1}{2}$ points, Sherry Hossum, second, had $5\frac{3}{4}$, and S. B. Thomas was third with 8 points.

From the San Diego fleet comes word that the six race

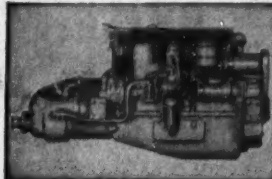
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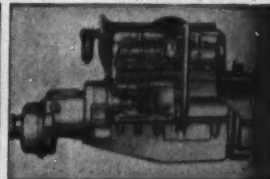
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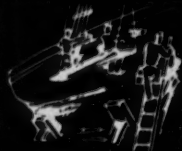


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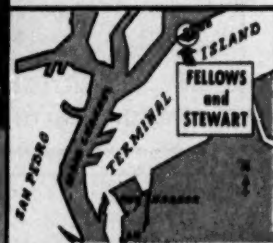
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series of the eliminations to qualify for the Nationals was won by Herb Sinnhoffer. Second was Bert Israel, and third was Eric Nordholm. The National Regatta in Chicago this year from August 19-22 will include fleet representatives from all over the country. All skippers must be active members in the association with boats measured. A new ruling expands the representation of fleets to a maximum of six if there are twenty-five boats participating in that fleet's elimination series. A fleet is qualified to enter two boats in the Nationals for seven boats in its elimination series, three for eleven boats, four for fourteen, five for twenty, and six for twenty-five.

National President Bill Fraser reports a visit to the Chris-Craft plant and an inspection of the prototype of the kit boat they will soon have on the market. Chris-Craft's interest in the Penguin Dinghy as its first kit sailboat is being enthusiastically welcomed by members of our class. More boats being built means more boats being sailed and raced, and the resultant increase in the number of fleets may one day lead to a one-design sailing class of a truly international scope. Those classes which have consistently contributed the most to yachting as a sport are those which have the largest active membership and the greatest number of registered boats.

Los Angeles Yacht Club held its Opening Day Regatta on April 25th and 26th, and again Alamitos Bay fleet members were in command in the Penguin class. Six boats turned out for the five race series which was held in weather building up from a very light breeze to a strong blow for the final race. Doc Thomas was the winner in his brand new boat, *Susie Too*, with 10½ points. John Biby was second with 12¾ points, and third with 14¾ was Sid Exley.

The Mission Bay Penguin fleet is host for the Regional Championships on June 13 and 14. Dick Strauss, fleet captain and chairman of the event, reports that over thirty boats will be on hand. See you there (if we can get our brand new daughter off her 2 a.m. bottle).

JEAN WOODWARD

GOLETA PIER

THE Federated Sportsmen of Santa Barbara and other boat-minded groups are backing an effort to obtain an extension of the Goleta Pier for the launching of small fishing and pleasure boats. The pier was built in 1943 by the U. S. Marine Corps, but at low tide does not extend into deep enough water for fishing or launching of boats. Approval of the County Supervisors is necessary.

LOS ANGELES BOAT SHOW

(Continued from Page 8)

ing along the Pacific Coast, where "boating is a way of life."

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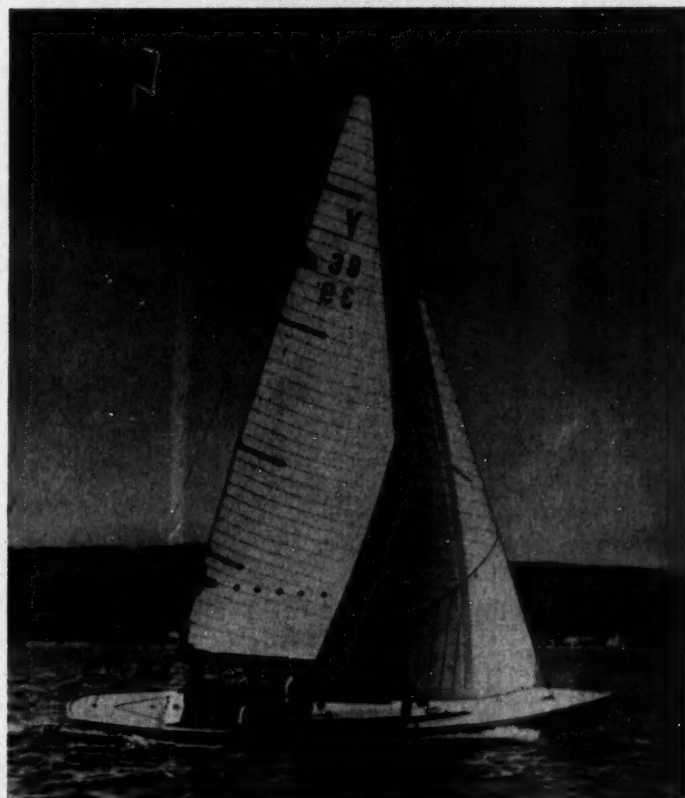
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Southern California Speedboat Club

RACE BEYOND THE SUNSET

(Continued from Page 24)

rate a bit lower, or put her in better condition, or be just a shade more lucky. And what a whale of a time they have at the end comparing notes with the other crews!

Entries to date (April 29th) are:

Boat	Type	Owner	City
Chubasco	67' Yawl	W. L. Stewart, Jr.	Los Angeles
Atorrante	46' Sloop	L. J. Whitney, Jr.	Los Angeles
Chiriqui	61' Ketch	Tucker McClure	Panama
Adios	59' Yawl	Dr. Carl D. F. Jensen	Seattle
Staghound	39' Ketch	Ira P. Fulmor	Newport Harbor
Altamar	46' Sloop	Kenneth H. Davis	Newport Harbor
Morning Star	98' Ketch	Richard S. Rheem	Los Angeles
Landfall II	48' Schooner	Dr. W. F. Holcomb	Oakland
Tasco	49' Yawl	Thomas A. Short	San Francisco
Peer Gynt	36' Sloop	Dr. G. M. Morrison	San Francisco
Silhouette II	55' Yawl	S. L. Murphey, Jr.	Los Angeles
Ariel	50' Cutter	A. L. McCormick	San Francisco
Queen Mab	77' Schooner	Larry Pringle et al.	Newport Harbor
L'Apache	72' Cutter	Richmond-Wyman	Seattle
Jada	56' Schooner	G. R. Sturgis	Newport Harbor
Holganza	36' Yawl	D. J. Lawrie	San Francisco
Dirigo II	60' Schooner	James Crawford	Bradenton, Fla.
Goodwill	161' Schooner	Ralph Larrabee	Newport Harbor
Yo Ho Ho	52' Cutter	Lloyd D. Rees	Richmond
Marmaduke	40' Ketch	Willis E. Short	San Diego
Dorade	52' Yawl	Franklin Eddy	Seattle
Know How	38' Sloop	S. L. Wagner	Hermosa
Faith	38' Ketch	Arthur Diemel	Honolulu
Westward Ho	40' Cutter	Willard R. Bell	Los Angeles
Dragoon	66' Ketch	W. B. Holms	Victoria
Mistress	38' Sloop	Walter Johnson, Jr.	San Francisco
Blue Jacket	50' Ketch	Irvin Baltzer	San Francisco

WEATHER STRATEGY IN HONOLULU RACE

(Continued from Page 25)

efficient sail combinations to be set. The *Morning Star* in 1949 conducted a series of time trails prior to the race and found that her schooner rig would cause a drop of nearly 40% in speed if she would try to run dead before the wind. A reaching wind is the best for most rigs and as the *Morning Star* did in 1949 and

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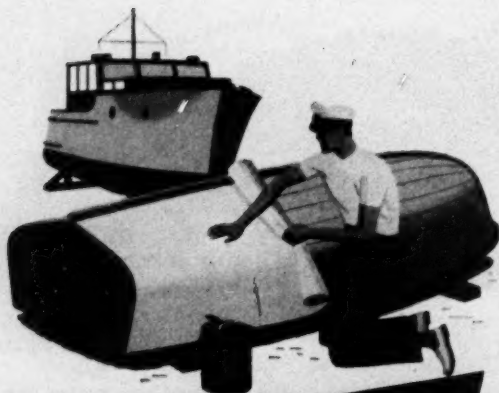
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in 4 hours!*

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FIBERGLAS* YARN

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Lasts indefinitely
No maintenance

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Impervious to water, oil, gas

Now, give your boat's hull a new surface that will last the boat's lifetime! It's easy with new Trevarno Glass Boat Fabric—the perfect finish for wood hull boats! Trevarno Fabrics have a tensile strength greater than steel. And, being glass, they are virtually everlasting! This tough covering helps protect your boat hull from scuffing, leakage and fracture during years of normal use. Unpainted, Trevarno Fabrics let natural wood grains show through—retaining the beauty of wood surfaces.

EASY TO APPLY AS PAINT



Paint resin and hardener on clean, dry hull.



Apply second coat of resin and hardener.



Smooth on Trevarno Fabric.



Sand lightly and paint or leave natural.

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Trevarno Boat Fabrics provide a permanent bonded surface that protects decks and cabin tops from leakage, scuffing or damage from sea and sun.

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GLASS FABRICS

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1951, a "Reverse S" course as shown in the diagram would best solve this problem. This course allows a medium to broad reach to be sailed on the starboard tack for 80% of the passage with a gybe and another reach down to the Islands. The question of just how big a "reverse S" should be made is a nice problem in mental calculus for each skipper and navigator as they balance their own hull speeds, the sail combinations, the effect of the sea, the competition and the particular weather map pattern for that time. This is where skill and study of the weather actually come to the fore.

5. The last problem is how to approach the Molokai Channel off the Island of Oahu. The wind usually blows in July through this channel at 30 to 40 knots. The seas run large and an accidental or even intentional gybe in these conditions with tired gear and worn crews can be dangerous. Most experienced skippers approach the Island from the south so that one starboard tack will take the yacht right up the Molokai Channel.

Again in 1953 the U. S. Weather Bureau in Los Angeles and Honolulu will send daily weather map analysis to the fleet, but this year the communications through a Coast Guard Cutter will allow the data to be more complete and at least 6 hours fresher and thus 25% more accurate than in the past. The Joint Weather Central of the Weather Bureau, Navy and Army in Washington, D. C. is also to furnish several special 5 day forecasts just prior to the race and during the first several days of the race. This complete weather information will allow each crew to try its own answers to the above weather problems in the Honolulu Race.

ENSENADA RACE BREAKS RECORDS

(Continued from Page 27)

47	Jasado	D. W. Spiers	16-35-39	B
48	Coquille	Adolph Rempp	16-48-07	A
49	Sea Lark	Johnny Kellogg	16-54-43	C
50	Morida	Walt Beck	17- 5-28	B
51	Sea Waif	Marshall Sawyer	17-12-53	B
52	Delphine	Doc Jack Paschall	19-40-31	B

ARBITRARY CLASS

Place	Boat	Owner	Corrected Time	Class
1	Ethel	George F. Buss	13-53-47	C
2	Gullmar	J. G. Johanson	14-12-02	A
3	Queen Mab	Phyllis Brunson	14-31-36	A
4	Encore	William Hoving	15-08-20	C
5	Tropic Star	R. N. Johnson	15-16-45	C
6	Windfall	R. N. Williams	15-26-46	A
7	La Rubia	John B. Callery	15-33-53	B
8	Serena	Speed S. Fry	15-41-20	A
9	Trident	George Robinson	15-42-35	B
10	Marin	Robert Blackmore	15-57-38	A
11	Marie Celine	Burt Baldwin	16-05-17	B
12	Gale	G. A. Ford	16-08-47	B
13	Kukri II	Stewart Baird	16-11-28	C
14	Bobby Boy	Marvin Johnson	16-12-18	C
15	Ranger	Jack Helm	16-24-55	C
16	Fairwinds	T. D. Brandt	16-25-55	C
17	Cibola	Eric Erickson	16-28-18	C
18	Indifferent	Fred Hunie	16-29-16	B
19	Highlander	D. J. McIntyre	16-34-05	C
20	Pinnocchio IV	Gordon Sinclair	16-35-28	B
21	Sea Sharp	John Kimble	16-39-40	C
22	Little Dipper	Bud Dusenber	16-39-57	C
23	Stardust	Don Dagiodi	16-44-05	C
24	Kaihala	Milton Reynolds	16-53-17	B
25	Siboney	Fred Logan	16-55-21	A
26	Ecstasy	Gene Bolln	16-57-21	A

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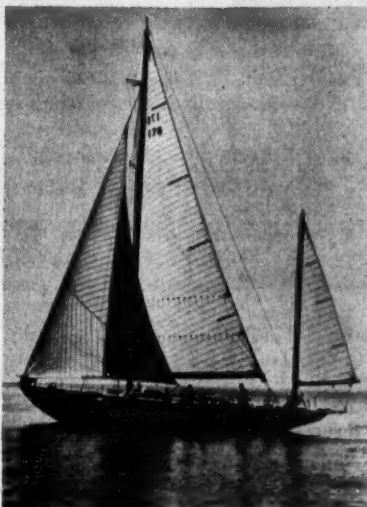
48' 1948 Elco DeLuxe twin screw cruiser powered with a pair of new 165 HP Chrysler Royal specials, 200 gals. of fuel in copper tanks, 25 watt ship to shore radio, Allen auto pilot, CO2 system, sleeps 7, 2 heads and a shower. One of the finest yachts ever built. \$38,500.



18' centerboard sloop built by Dittmar Aug. 1952. 1 1/4" white oak frames, 1 1/4" mahogany planking, bronze fastenings, sleeps 2, beam 6'4". Built to be hauled on trailer, xint cond. \$2,700.00.



Above—the famous 18' Lyman Islander, 1953 model is now on display in our Show Room. This boat can be purchased for as little as \$2490 delivered in Newport Beach with a 25 H.P. Gray Motor. The picture shows the boat with the windshield top and side curtains which cost \$160.00 extra. There are other extras that can be installed at the factory, i.e., bait tank and motor \$95.00, head under front seat \$115.00, boat cover \$75.00, 60 H.P. motor with speed of 24 M.P.H., \$130.00 extra. Place your order now to insure delivery.



44' Dream Boat cruiser. Built by Lake Union Boat Co. in Seattle. This boat was completely rebuilt in 1951. She is powered with a 141 H.P. Chrysler Royal with 4-1 reduction. S.S. radio, auto pilot, television, xint galley, sleeps 8, only \$19,750.

AT LEFT—

55' aux. yawl designed by Philip L. Rhodes and built by Abeking & Rasmussen in 1951. She is of moderate draft, centerboard type, and with a beam of 13'6" and a draft of 6". She is a very fast boat both on the wind and reaching, and unusually fast before the wind. Sleeps 8 and has excellent accommodations. Shown by appointment only.

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Above—56 foot motorsailer Alden, designed and built by Lawley. This boat is one of the finest motorsailers on the Pacific Coast, powered by a 110 H.P. Superior diesel engine, carries 700 gallons of fuel and 700 gallons of water; sleeps 8 in 3 cabins, has 3 heads and 1 shower, hot and cold water pressure system and all the comforts of home. Teak decks, ship to shore radio and direction finder. Sails and rigging are in good condition. Dimensions —55' 6" x 14' x 7' 6". Shown by appointment only—owner wants action. Make offer.

POWER

19' '48 GarWood runabout, xint cond. Lots of extras, Crown motor, complete overhaul including tr.	\$ 2,750
23' Essaness T.S. express cruiser, 55 radio, slips, 2, head and galley, a clean boat	5,500
25' '48 Chris-Craft exp. cru., s-s radio, new paint, 145 H.P. Royal, full cover, a buy	4,750
26' 1947 Fairliner, T.S., 55 radio, immaculate cond.	8,750
26' Seacraft sportcruiser, bilt. 1951, owner wants action	2,500
30' '48 Sport Fisher, built by Mitchell Crown Mo., s-s radio, 8 scoop bait tank and motor, slips, 2	4,500
37' Com. Sport Fisher, Chrysler Crown rebuilt 1950, full price	1,900
40' '48 Elco twin screw, all the extras, only	20,000
44' Lake Union dreamboat, Royal powered with fresh water cooling, s-s red., auto pilot, xint cond.	10,750
48' Elco T.S., skipper maintained, in xint cond. Lots of extras. See this one	28,500
50' Mathews T.S., s-s radio, xint family boat	15,500
75' Twin Diesel cruiser, 100 watt radio, auto pilot, Fathometer, excel. company boat	23,500

SAIL

10' Used So. Coaster sailing dinghy. Ken Watt sails, xint cond.	\$ 495
18' Aux. teak Lady, built in Hongkong 1946, xint cond.	1,450
18' Center board sloop, built by Dittmar, slips, 2, dim. 18'x6'4"x6'4"	2,700
Star boat #1926, xint racing record, owner must sell	695
26' Luders 16, very little use, excel. cond.	2,500
33' Rhodes, new rigging, 2 suits sails, outboard, etc.	4,250
34' Angelman ketch, excel. cruising and racing boat	22,000
37' '48 Diesel ketch, designed by Hanna, s-s rad. 12' beam, slips, 5	Offer
40' Flush deck aux. ketch, 12' beam, slips, 6, an xint boat	17,500
59' Schooner in top cond., Schock design, dim. 59'x17'x14'2"x8'6"	a real yacht
44' Aux. ketch, a very famous boat and one to be proud of	44,000
90' Schooner, built 1949, 145 HP GM Diesel, slips, 10-15, reduced to 35,000	

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55' Stephens Cruiser Panacea

This boat has had only one owner and has always been skipper maintained. It has a tub and shower.

SEE these fine sail and cruiser buys.

38' aux. yawl, sleeps 4	\$ 7,500	30' Owens	\$ 5,250
24' sloop	2,350	24' t.s. Drake 1950	4,500
48' t.s., every extra	16,500	36' Sedan cruiser	6,500
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28	Vaeringer II	Landon Gray	17-13-53	A
29	Serenade	James Carlson	17-14-29	C
30	Vagabond Lady	M. D. Nelson	17-17-53	B
31	Robena	Richard Lerner	17-19-45	B
32	Drima II	G. H. Thompson	17-24-56	B
33	Susurro	Don Humphreys	17-26-28	A
34	Astrild	Ed Bishop	17-28-36	A
35	Stolsumwood	D. A. Boone	17-41-56	C
36	Tranquila	R. A. Garrison	17-47-37	A
37	Oscar Tybring	George Wall	17-51-18	C
38	Equinox	W. F. Priest	17-54-10	C
39	Tara	Clyde Winchester	17-54-19	C
40	Tina	Ralph Smith	17-55-15	C
41	Island Bird II	William Foster	17-58-45	C
42	Nelly Bly	David Young	18-07-47	B
43	Martha	C. T. McElroy	18-08-04	A
44	Truant	R. A. Davidson	18-10-33	A
45	Butcher Boy II	Roy E. Riley	18-11-14	A
46	Lone Star	Alyne Fields	18-12-25	A
47	Tradewinds	F. E. Phipps	18-20-40	C
48	Manana	Willard Buell	18-22-46	C
49	Kona	F. C. Thomas Jr.	18-35-33	A
50	Gaiety	E. S. Wright	18-38-34	A
51	Baboon	Jack Baillie	18-41-23	B
52	Maramel	Howard Hartry	19-00-55	B
53	Anitra	James B. Davis	19-17-46	C
54	Jaybolyn	G. T. Hills	19-34-30	B
55	Wanderlure	C. R. Storey	19-35-14	C
56	Rambler	Sam Teashe Jr.	19-36-10	A
57	Marinero	Charles Cosser	19-47-35	B
58	Queen Bee	Frank Burke	19-50-35	A
59	Nordlys	Ted Enock Jr.	19-53-34	A
60	Vinnette	John Van Patton	20-12-53	B
61	Mundemo	Ralph Bogardus	20-23-01	C
62	Minerva	Robert Chapman	20-38-08	B
63	Panoply	Chuck Jamison	21-03-35	B
64	Sea Gypsy	R. L. Lingenberg	21-10-43	C
65	Cygnat	Nelson Pringle	21-42-25	B
66	Zavorah	K. L. Dieterle	22-40-56	A

WINNERS OF MAJOR TROPHIES

Ocean Racing Class	Boat	Class	Skipper	Yacht Club
PRESIDENT OF MEXICO TROPHY	Bagatelle	B	Will Zinsmeyer	LAYC
First Ocean racing on corrected time, any class	Antigua	B	Ral Ramser	BYC
GOVERNOR OF CALIFORNIA TROPHY	Lark	B	Carl Long	LAYC
First Ocean Racing on corrected time, either remaining class	Carousel	C	Ash Bown	SDYC
MAYOR OF ENSENADA TROPHY	Nepenthe	C	Dr Glenn Thorpe	SDYC
First ocean racing on corrected time, remaining class	Varya	C	George Jessop	SDYC
	Legend	A	Chuck Ullman	LAYC
	Evening Star	A	Gene Trepte	SDYC
	Skylark	A	Don Ayres	NHVC

ARBITRARY HANDICAP CLASS

PRESIDENT OF U. S. TROPHY	Boat	Class	Skipper	Yacht Club
First arb. corrected time, any class	Gullmar	A	J. J. Johanson	SDYC
GOVERNOR OF LOWER CALIFORNIA TROPHY. First arb. corrected time, either remaining class	Queen Mab	A	Phyllis Brunson	HYC
MAYOR OF NEWPORT BEACH TROPHY. First arb. corrected time, remaining class	Windfall	A	R. N. Williams	BYC
NEW YORK YACHT CLUB TROPHY	Ethel	C	George F. Buss	SWYC
First Divided Rig—elapsed	Encore	C	William Hoving	SCCYC
SECRETARY OF MEXICAN NAVY	Tropic Star	C	R. N. Johnson	WYC
First Single mast—elapsed	La Rubia	B	John B. Colley	NHVC
FIRST HEAVY DISPLACEMENT	Trident	B	George Robinson	Corsair
Elapsed	Marie Celene	B	Burt Baldwin	LAYC
FIRST TO FINISH—elapsed	Morning Star	A	Dick Rheem	LAYC
FIRST NOSA Member—elapsed	Legend	A	Chuck Ullman	LAYC
First PCC—elapsed	Evening Star	A	Gene Trepte	SDYC
First Island Clipper—elapsed	Morning Star	A		
Last to finish—elapsed	Evening Star	A		
First Coronado member—corrected	Antigua	B	Hal Ramser	BYC
First Win'ard member in Arb. Corrected time	Javelin	B	Donald Burnham	SDYC
First SDYC of La Jolla CYC	Sea Gypsy	C	R. L. Lingenberg	BWCC
Corrected time	Ecstasy	A	Gene Bolln	CYC
	Tropic Star	C	R. N. Johnson	WYC
	Carousel	C	Ash Bown	SDYC

Pleasure Craft of All Types Available FOR SALE OR CHARTER



40' TS Built 1941. Double bottom, mahogany hull, copper riveted fastened. Exceptional arrangement. Sleeps 3 couples privately. Two heads, separate galley, sun deck, radio, DF, pilot, electric refrigeration. Owner desires a smaller boat in trade. Very clean. A value at \$14,500.



40' TS Custom built by Harbor Boat 1940. Powered by twin 130 HP engines with 2:1 reductions. Radio, DF, 500 gallons fuel, 100 water. Very clean. \$8,750.00.

30' Drakecraft Sedan, built 1950. Mahogany hull, bronze fastened. Crown, \$5,850.

28' TS Esplaness Express, 10' beam. Twin 125 HP Grays just overhauled. Radio, bait tank. \$4,500.

40' TS Wheeler. Built 1937. Clean. \$9,800.

50' Harbor Tug, powered by 130 HP Atlas Diesel. Fully equipped. Vessel was rebuilt 1952 and is well maintained. \$9,500.

42' TS Cruiser. Built Olympic Boat Works. M-7 Chrysler Crowns just overhauled. Stainless steel tanks. Auto. pilot, radio. \$8,500. Trade for smaller boat desired.

76' Schooner. 141 HP Aux. Large sail inventory. \$16,500.

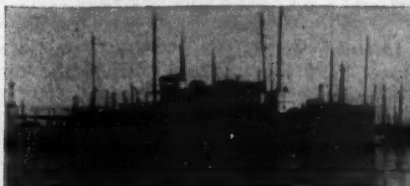
35' Elco. Every extra. \$17,000.

47' TS Fellows and Stewart Cruiser. Teak superstructure. Rebuilt Chrysler Royals. Beautiful. \$17,500.

3-43' AVR's. Repowered by G.M. Diesels. Price: \$17,000, \$19,000 and \$22,000.

2-43' AVR's Extensively converted. Powered by 630 HP Hall Scotts. \$25,000. and \$30,000.

40' Harco. Every extra. Appointment only. \$20,000.



147' TS Diesel Yacht. Built in 1931 by Bath Iron Works. Tonnage requirements for licensed Captain and engineer only. A world traveler. Estate Sale—offers invited.

For the fast traveler. 26' Esplaness. New in 1952. Triple fibre glass bottom, 150 HP Packard, 2:1 reduction. Sleeps four with dinette, galley. Built of the finest materials and workmanship. Asking \$4,250. Trades considered.

85' Crashboat. Powered with twin 6-71 GM Diesels on each shaft. (total four) Radio, fathometer. Bridge controls. \$22,500.

46' DCEB Chris-Craft. Built 1948. 160 HP engines. Appt. only. \$23,500.

40' Elco. Built 1947. Very clean. \$20,000. Appt. only.

83' TS diesel ex Coast Guard hull. 20 ton hold. Very clean \$19,500.

48' AS Hacker, custom. 275 HP Hall Scotts. Property trades considered. \$27,000.

48' Elco Deluxe. Built 1947. Will cruise at 18 knots with twin recently installed 165 HP Chrysler Royal Specials. Every possible extra. Owner desires larger diesel cruiser. Trades considered. Appt. only.

Among the finest 62' Diesel Wheeler. Built 1932. \$42,000. 48' Stephens, built 1948. Teak decks, 275 HP Hall Scotts. Appt. only. \$47,000.

85' TS Diesel Yacht. Sleeps 16. 3000 mile cruising range. 3 showers. In new boat condition. \$55,000.

Beautiful 75' TS Diesel Yacht. Perfect condition Owner spent over \$30,000. for improvements in our yard this year. \$75,000. Income property desired.

277' Steamship. Licensed for 1600 coastwise day passengers. Gross tonnage 1985. Twin triple expansion engines. Cargo capacity 8236 cubic feet. \$135,000. Appointment only.

98' Steel cargo vessel. Powered by 200 HP Cooper-Besemer diesel. Just overhauled. 20 KW G.M. Diesel generator. 7000 gallons fuel. Will carry 100 dry tons in holds forward. Needs water tanks and clean up. \$12,500.

50' x 20' Barge. Baker winch and necessary tackle. Will suspend 70 tons and lift 15 tons over water. Asking \$6,000. Appt. only. Now operating as business.

54' Alden Motorsailer. Diesel power. Appt. only.

RCA Depth Recorder, Model NMB-1. Will record to 2000 fathoms. Indicate to 4000 fathoms and sound deepest ocean. Cost \$25,000. Any offer. Owner will trade for anything.

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See all the boats available for sale without leaving our office. Listings are classified into type and price groups with photographs.

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PARTICULARS

Aux. Staysail Schooner, Designed by Edson B. Schock, Built by Port Boat Wks., Wilmington, Calif. Year 1935. Dimensions: 59' x 47' x 14'2" x 8'6". Construction 1st Class. 2 1/2" x 3" Bent Oak Frames on 10" centers. 1 1/2" net select Fir planking. Fastenings Galv. Nails. Decks and houses finest teak. Ballast 9 tons lead outside. Rigging stainless 1948. Sail area, working 1965 sq. ft. Sails mostly Kenneth Watts since 1947. Complete cruising & racing. Power, Gen. Motors 4 cylinder Diesel 1948. Fuel capacity, Black Iron tanks 260 gals. Water capacity 750 gals. Kohler 32 volt auxiliary, Elect. and manual bilge pumps. CO2 built in system. Large complete galley, elec. refrigeration, 3 berths main cabin, and 2 double staterooms, plus fore/cabin. Fisher R. Tel. & DF. Complete equipment, ready to go to sea, Honolulu Race, West Indies, etc.



For Sale—One of the very beautiful Dutch yawls. Bilt. 1939, teak planking and deck, copper riveted, lead ballast, Kermath engine, copper fuel tanks. She sleeps five in a most interesting layout. Fine galley and toilet room, large comfortable cockpit, good and complete sails. A truly first class yacht, in commission. Dimensions: 39'4" x 31'8" x 10'4" x 8'10". Priced to sell.



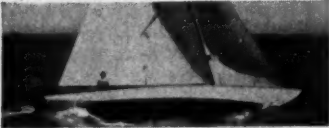
For Sale—A real globe trotter. Veteran of one round-the-world cruise and in our opinion capable of several more. A copy of the Slocum "Spray". Ketch rig. Bilt. 1933 of heavy plain material. Gray 4-52 Aux., 200 gals. gas, 84 gals. water, water-cooled light plant. Sleeps 6 with lots of leg room. Complete equipment. In commission. Dimensions: 37' x 33' x 14' x 5'. Shown by appointment only.



For Sale—One of the better twin screw modern Cruisers available today. Has had only one owner. Bilt. by Drake in 1947. Fine construction, powered with Chrysler Crowns 2-1 reduction. She is very roomy for 6 guests and has complete galley and toilet room. Radiolot, dinghy, etc. 6'4" headroom. Dimensions: 36' x 11'2" x 3'. A real value at \$11,500.



For Sale—This fast, beautiful matched-grain mahogany Swedish Albatross Sloop, designed by Knud Reimers and built in Sweden. An excellent fast racer and cruising boat which accommodates 5, with head, galley and an 18 HP Aux. 8 sails for any wind condition. Life lines, all stainless rigging. Dimensions: 32' x 26' x 7'2" x 4'11". Priced to sell. Now painted white.



For Sale—At an extremely low price a top quality converted R Sloop designed by John Alden, built by Geo. Kneass and rebuilt in 1946 by Wilbo, including new stainless rigging. Power is a Gray 4 cyl. gasoline engine. She has 5' 10" headroom, slips, 6, just repainted and deck recanvassed. 10 Sails, racing & cruising. Much additional equipment. Dimensions 30' x 27' 6" x 8' 2" x 6".



For Sale—3 of the famous 40' raised deck Matthews cruisers. 1946, 1947 and 1948, Twin Chryslers, much additional equipment including Auto Pilot, Radiolot, D. F., bait tank, etc. These fine cruisers sleep 4 comfortably, large galley and toilet room. Good marlin cockpit. Priced from \$20,500 to \$22,500.

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Terminal 2-7006 or Terminal 3-2492

36' Atkins cruising ketch, sl. 4, Gray aux., nylon sails.	\$ 8,000
16' Chris-Craft Riviera speed boat, 1950, C.C. eng.	1,800
40' Marco cruiser, twin Royals, many extras	20,000
22' aux. sloop, enclosed head, slips. 2	1,750
30' Bird class sloop, aux. motor, sl. 4, 2 of them	4,250
28' Reimers sloop, similar to Tumlaran, fast	2,250
32' Atkins cruising sloop, sl. 4, Gray aux., mahogany	6,450
64' Wilbo yawl, Chrys. aux., new sails. Ready for Honolulu Race.	39,000
25' Wheeler cruiser, twin Chryslers, slips. 6	8,500
64' Alden schooner, Chrys. aux., slips. 7, just refinished	17,500
18' aux. sloop, sl. 2, encl. head, sink, galley, ice box	2,000
35' Elco cruiser, twin Crowns, sl. 6, beautifully maintained	18,000
28' Chris-Craft cruiser, dual controls, sl. 4, Chrysler	4,600
28' Warrancraft cruiser, slips. 4, complete inventory	4,950
34' Chris-Craft cruiser, slips. 6, Twin Universal Seelions	14,000

800-hp. 12 cyl. VIMALERT near new engine with many spare parts. (Specs. in LA office). Offers invited.

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At LIDO PENINSULA YACHT ANCHORAGE

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Tel. Harbor 1696 or Harbor 2351

30' Alden sloop 4 cyl. engine, can sleep 4	\$ 4,750
37' Husky Cruis. Diesel Hanna CAROL kitch., cmptd. '48, sl. 4, ask 11,000	
44' PCC sloop, Watts sails, very anxious	ask 21,000
107' Full Diesel steel schooner, sleeps 20	WANT OFFER
36' Aux Ketch, Bilt 1946, Teak Decks, S.S. Rig, Clean	13,300
32' TS Fellows & Stewart cruiser '38, sleeps 4	ask 6,150
39' TS Baltzer '48, slips. 4, fine offshore type	15,500
40' TS ELCO 1948, 1949 Royals	22,500
40' TS Double cabin CHRIS-CRAFT 1948, 130 hp Chris eng.	22,500
48' TS ELCO 1947, 1952 Royal Specials, beautiful	38,500
50' TS CHRIS Catalina 1951, anxious to sell	ask 48,000
42' TS Diesel WHEELER, 3 double staterooms, clean	42,500
63' Late TS modern Diesel, beautiful condition, a fine buy at	52,800
48' T.S. Chris-Craft, fly bridge, 1951 Royals, slips. 9	ask 20,000
48' T.S. cruiser, bilt. 1947 at \$42,000 cost, a fine value at	27,500



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SALES — INSURANCE — CHARTERS
LIDO PENINSULA — NEWPORT BEACH
HARBOR 301



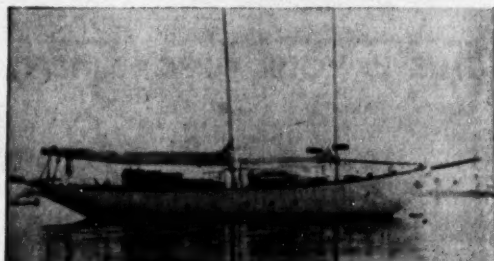
FOUR WINDS

Completely redesigned and overhauled in 1952
 Rig—Auxiliary Ketch
 LOA—50'
 Beam—14' 1"
 Draft—8'
 Year built—1923
 Builders—Stephens Brothers, Stockton, California
 Power—6 cylinder Chrysler Ace
 Cruising Speed—6 knots
 Planking—2" Douglas Fir
 Frames—2 3/4" x 4 3/4"
 Spaced—15" centers
 New Deck—laid 1948, fir
 Deck Beams—4 3/4" x 5"
 Spaced—18" centers
 Ballast—outside iron keel and inside trimming ballast
 Boats—8' yacht tender
 Ground Tackle—adequate anchors and 300' of 3/4" chain
 Fire Fighting Equipment — installed 50 lb. CO-2 to galley and engine room, adequate aux. fire fighting equipment
 Galley—fully equipped. Range, 4-burner and oven, range fuel, bottled gas; ice box, 110-volt electric
 Radio—Ship-to-Shore "Fisherfone"



For further details and complete equipment list contact Clark Sweet.

This heavily constructed, off-shore designed, Stephens-built yacht has had a complete change-over in 1952. Rig re-designed by Bill Lapworth to a fast, easy-to-handle, modern ketch, with ideas for off-shore racing in mind. Work performed by Carl Chapman, recent builder of "Legend" and "Ariel," was done to highest specifications. Jib, staysail, main, mizzen and balloon cut masterfully by Kenny Watts out of new wonder material, Dacron. Hull completely overhauled with new through-the-hull fittings where needed. Deck was re-laid in 1948. Four Winds sleeps 7 in two state rooms and main cabin. Engine overhauled in 1952 and is in totally enclosed engine room. This yacht is ready to sail, race and cruise anywhere. Ideal for the owner who wants rugged, off-shore performance combined with seagoing comfort, speed and ease of handling.



67' Marconi Staysail Schooner. Built in 1929. G.M. 4-cylinder diesel, diesel aux. generator. Nylon sails, fine rig. Large galley, range, deep-freeze, CO2 system, direction finder and radio. Three cabins and large salon, doghouse. Teak decks, etc. Shown by appointment. Try \$28,000.

SAIL BOATS

23' Cat Ketch day sailer, fine cond., very roomy, smart	\$ 1,850
Fine Star Boat, good racing record, complete with trailer	1,000
24' Ketch, 55 rig, nylon sails '52, Gray 22 HP, doghouse	3,950
25' Atkins sloop, "Eric Jr.", sleeps 4, Gray 4, fast and able	4,200
25' Fellows & S. aux. sloop, sleep 2, head, Univ. twin	2,450
26' Blanchard Sloop '47, new 6 HP outboard, sleep 2	2,975
28' H-28 Ketch, 1951, like new, ideal small cruiser	5,000
28' CCC Sloop, sleep 4, Gray 4, comfortable small cruiser	3,950
27' Skipjack Schooner, by Atkin, Univ. 4, a little ship!	Offer
30' Tahiti Ketch 1946, elec. ref., sleep 4, Gray 4, "shippy"	6,000
26' Seabird yawl, new Univ. 4, new sails, sleep 4, ready!	3,300
32' Winslow Schooner, raised deck, sleep 6, new Univ. 65	7,500
34' Wilmington Angelman Ketch, '46, sis. 5, Gray aux. ask	14,850
35' Hanna cutter, 55 rig, Gray 4-52, dinette, slips. 6	12,000
30' Tahiti ketch, beautiful cond., new sails	7,500



NEW WHEELERS: This is a 42' Sedan Sport Fisherman; teak decks, stainless galley, 21 miles with twin Royals, tile bath and shower, dual controls, optional extras. Sleeps 5 and crew of 2. WE SELL 1953 WHEELERS FROM 36 to 63 FEET.

POWER BOATS

18' Reineil '51, Johnson 25, cabin express, extras	1,500
18' Lyman Islander '52, Gray Engine, bargain at	1,900
21' Wright Express, sleeps 2, mahogany, new Universal 4	2,700
25' Richardson '47, twin Chrys. Acaas 90 HP, sleep 4, fast	5,500
26' Diesel Sportfisher, large cockpit, bait tank, etc.	3,900
25' Seacraft Sportsman, ideal for Yellowtail and Marlin, try	3,500
28' Wright Brothers Express nearly new Chris 130, ship to shore, ask	4,800
28' Taylor Express Cruiser, Twin Grays	4,800
30' Jeffries '48, Cadillac V8, 150 HP, Cruise 22 knots	5,500
118' Defoe Cruise-master 1947, all-Diesel, 2,000 mile radius	250,000
117' Steel Yacht, twin Cooper Bessemers	85,000
90' T.S. Diesel Yacht, 1947, every extra, 3,000-mile range	75,000
75' T.S. Diesel Cruiser, fully equipped and found	35,000
42' Special T.S. Custom Sport Cruiser, Kettnerburg 1951	30,000
47' Custom Fellows-craft, flying bridge, twin Gray 160s	18,000

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Sales Dept.

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SAIL BOATS

26' Ketch, inboard well, head, galley.....	\$ 1,750
34' Diesel Ketch, excellent cond. Sips. 4, very roomy, ask.....	11,000
25' Aux. Yawl, new sails and new motor, sleeps 4.....	2,750
27' Aux. Sloop, sleeps 3-4, sails good, new jib '52.....	4,250
53' Diesel Schooner, heavy off-shore work, sleeps 6.....	9,500

WE HAVE BOATS OF ALL CLASSES, SIZES, PRICES

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We cannot guarantee to sell your boat, but at least we would like to try. Why not list it with us?

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40' T.S. Hacker Design Cruiser, Chrysler Royals, sleeps 4.....	\$11,500
25' Chris-Craft Overnighter, blt. '48, good cond.....	4,750
38' Loman Cruiser, Chrysler Royal, very roomy and livable.....	7,000
35' Cruiser, blt. 1946, Chrysler Royal, 145 HP, sips. 4, xint cond.....	8,500
26' Chris-Craft, new bait tank, xint cond., all steel trailer.....	5,250
2 Excellent boys. One Charter, 40 ft. Diesel, licensed for 25 pass. and	
33 ft. Diesel Fentail Ref. 4 Ton. Many extras, priced to sell.	

WE HAVE ALL TYPES OF COMMERCIAL BOATS FOR SALE

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A dream to live on, easy to handle 53'x15'x8' Large Modern Cruiser. High speed hull. 2 heads. Shower, also tub. Sleeps 9. Electric anchor, refrigerator, water pressure. Easy model to change to suit you. Worth at least \$20,000—will consider any offer.

C. A. KINTZ 8702 Sand Point Way VERMONT 7275 Seattle 5

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35' TS 1947 HIGH SPEED DELUXE SEDAN

One of the outstanding high speed cruisers available. Built top specifications, entire hull double planked Honduras mahogany, bronze fastened, Monel tanks, 1951 Gray 175 hp. engines, cruise 20 knots with 200-mi. range, 50 watt radio, auto pilot, electric toilet, marlin chair & outriggers, 2 cabins sleep 5. Must see to appreciate. This cruiser is not for the beginner!

42' TS 1952 CHRIS-CRAFT COMMANDER

Here is an opportunity for terrific savings. Over \$4000 in extras alone! Always skipper maintained. Chris-Craft 160-hp engines, cruise 17 knots, aux. generator, Bendix depth recorder, 50 watt radio, auto pilot, direction finder, CO2 system. Sailing dinghy, teak deck, many other extras. See it now for a real buy!

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18' Mercury sloop with trailer, many extras.....	\$ 975
34' Seagor Yawl, 55 hp Atlas Skipper.....	9500
21' sloop, good shape.....	1500
17' Thistle, complete racing gear.....	1250
19' Lightning with trailer.....	950
15' Snipe, Watts sail.....	350

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19' Mandella speed boat, good cond., CC 95 hp.....	\$ 1,800
32' Sport fisher, sips. 4, bait tank, new paint.....	5,500
36' Cab. Cr. T.S. Royals, D.F. radio, pilot.....	8,000
47' Shein Fly. Br. Dual hyd. cont., TS, outstanding.....	22,500
63' A.V.R. TS Diesel, Teak decks, sips. 12.....	22,500

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1946—CHRIS-CRAFT 46 ft. DCEB with 2-160 Chris-Craft Motors, all accessories.....	\$20,500.00
1951—CHRIS-CRAFT 31 ft. Express with 2-145 Chris-Craft Motors, F. W. Cooled, \$3000.00 worth of accessories.....	\$13,500.00
1950—CHRIS-CRAFT 34 ft. Commander with 2 145 Chris-Craft Motors, F. W. Cooled, \$3000.00 worth of accessories.....	\$18,500.00

ADAMS MARINE SERVICE, INC.

Pr. 3575

Day Island, Tacoma 6

CHRIS CRAFT SALES

40' Harco, T.S., 155's S.S., Pilot, Elec. toilet, Winch, Dinghy.....	\$18,500.00
38' 1936 Chris Craft, T.S., R.D.F. S.S., Dinghy, Sleeps 9.....	9,500.00
34' 1948 Hunter, T.S., R.D.F. Pilot, Dinghy, Bait tank, asking.....	9,500.00
2-33' 1950 Owens, T.S., Pilot, S.S., Bait tank, Clean, asking ea.....	9,000.00
1-33' 1949 Owens, T.S., Sedan, Pilot, Clean, try.....	6,800.00
24' Owens Exp., T.S., Pilot, Gen., Bait tank, Clean.....	3,200.00
2-34' Truscott Cruiser, Clean, Bait tank.....	Offer
47' Fellows & Stewart, T.S., Pilot, S.S., R.D.F. Elec. Ref.....	Offer

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24' Truscott sedan-cruiser, sleeps 4, cover & bait tank, Chrysler Crown.....	\$4500
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76' Alden schooner, teak deck, fully equip., shown by appointment.....	\$18,000
65' Diesel off-shore schooner.....	3,500
23' Drake Craft aux. sloop.....	1,950
20' aux. yawl.....	950

POWER

37' T.S. cruiser, very clean.....	\$ 9,500
30' Cruizon sedan, blt. '51.....	5,950
1947 Steelcraft, many extras.....	3,250
29' Lowman sedan, s.s. radio.....	3,250
40' Diesel cruiser, sips. 8.....	5,000
43' Sport fisher.....	3,900

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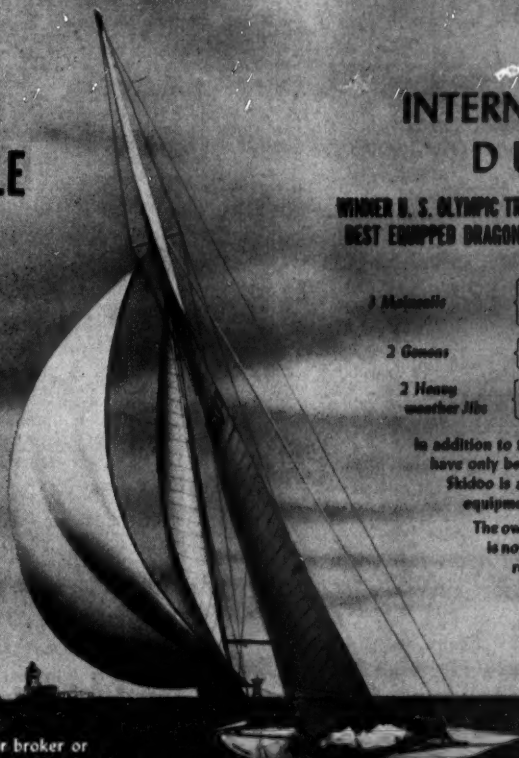
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**WINNER U. S. OLYMPIC TRIALS, SKIDOO IS ONE OF THE FINEST AND
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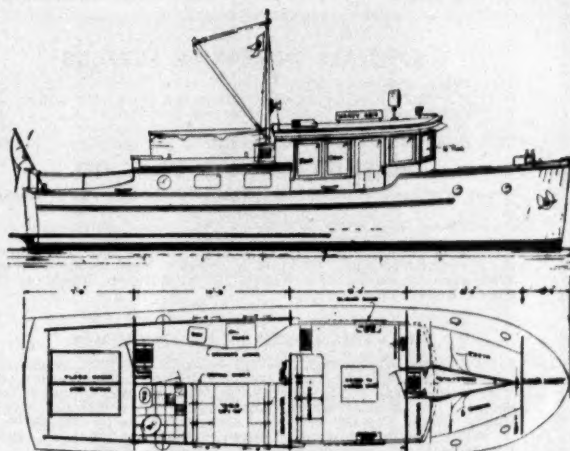
1 Mainmast	1 HONDURAN RE-CUT BY KENNETH WATTS FOR MISTY WEATHER	
	1 WATTS FOR MEDIUM TO MODERATE	
	1 WATTS LIGHT WEATHER	
2 Genoa's	1 WATTS FOR MEDIUM TO MODERATE	
	1 WATTS LIGHT WEATHER	
2 Heavy weather Jibs	1 HONDURAN	3 Spinnakers
	1 WATTS	1 HONDURAN
		1 WATTS

In addition to the above sail inventory, the majority of which have only been used during the eliminations and Olympics, Skidoo is also outfitted with considerable spare gear and equipment, also a shipping cradle and cover.

The owner having recently acquired a new boat, Skidoo is now available for sale for \$3,750 F.O.B. Wilmington, ready for shipment. Her condition is perfect and should be extremely interesting to anyone who not only desires the top racing Dragon, but the most beautiful boat in the fleet.

Contact your broker or
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Nevada 62413 or Terminal 48531
P. O. Box 756 Wilmington, Calif.



FOR SALE

**This Trim New 38-Foot Offshore
Cruiser—Designed by Monk—Just
Completed—Constructed of Choic-
est Materials—Luxurious—Sea-
worthy—Safe**

With a cruising speed of about 10 knots, and sleeping six in three staterooms, this cruiser has full accommodations for maximum comfort, convenience, and security.

Measurements: 39 feet, 9 inches o.a.

10 feet, 6 inches, maximum beam

3 feet, 4 inches, load draft

Construction: Yellow cedar keel and keelson, fastened with naval bronze bolts. Hull planking is 1 1/4-in. yellow cedar over wolmanized bent oak frames. Topsides 1-in. yellow cedar, Everdur fastened. Stainless steel over ironbark guards, manganese bronze stem band, rudder, quadrant, strut, and skeg. Decks of 3/4-in. teak over 1/2 plywood. Teak transom and boarding stage, teak cockpit, pilothouse, and cabin exterior. Double construction pilothouse, Honduras mahogany joiner work in cabin and pilothouse interiors.

Propulsion: Chrysler Majestic marine gas engine, 160 hp, V-drive at 2-to-1 reduction with hydraulic clutch. Fresh water cooling system with copper sheathing under, 10-gal. copper expansion tank for cooling system. Monel Maxim silencer. 1 1/2-in. monel propeller shaft and rudder stock, Goodrich Cutless stern bearing, Columbian bronze propeller (22x18). Copper pan under engine, automatic CO₂ system, 2 Tradewind 12v. bilge blowers. Full pilot-house engine controls (Mar-mac system).

Electrical: 12v and 32v system. One 6, 12, or 32v Philbin rectifier (15 amps at 32v); 32v, 20 amp. Delco aux. generator. Lead lined battery boxes. 110v shore line outlets throughout boat. Bonding system. "Ivalite" spotlight.

General: Galley Gal oil-burning range, stainless steel ice box convertible to refrigerator. 32v Albina anchor winch with 150 feet 3/4-in. chain and 25-lb. Danforth anchor. Monel fuel fresh water tanks (2 100-gal. gas tanks, 2 50-gal. fresh water tanks, 25-gal. stove oil tank). Large Navy-type hand bilge pump, plus emergency 3/4-in. engine-driven Jabsco bilge pump. Head has basin, Groco toilet, Coloflye on walls. Bronze portlights with screens. All new materials and equipment have been used on this boat.

You haven't seen craftsmanship or materials of this quality in a new boat for years. This cruiser must be sold at a price substantially below its building cost. Your inquiry and inspection will prove this outstanding value. Will consider reasonable offer.

May be seen by appointment only, by calling or writing Earle C. Wakefield, 2114 - 42nd Ave. SW, Seattle, Washington.
Telephone AVAlon 3420

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New Chrysler Engines less reverse gear.....	\$ 550.00
Direct Drive \$750: Reduction Gear Models.....	1,000.00
Special: 4 1/2-1 Reduction Gear Model.....	700.00
Other new, used, rebuilt engines, gas and diesel Engine Alarm Systems (Reg. \$20.00). Our price.....	10.00
GM Generators—32 v.....	150.00
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13 D St., S.W., Phone 1575J Auburn, Wash.

FOR SALE: Have Room! Be Comfortable! 63 ft. Air-Sea Rescue Boat. Two Graymarine Diesels, 165 HP each. Mahogany hull. Boat in good operating condition. Priced reduced for quick sale. Anton Anderson, 1405 - S.W. 152nd, Seattle 66, Wash., LOgan 5121.

Large 58' x 15' x 8' Modern Cruiser, high speed double planked, single screw, 2 motors, can use twin or triple screw. See page 74 for picture. Like new: De Luxe 34' x 10 1/2' heavy built bridge deck cruiser, 130 HP Chris-Craft motor, slips. 6, 2 100-gal. gas tanks, 100 gal. water. C. A. Kintz, 8702 Sand Point Way, Seattle 5. (Vermont 7276)

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ECON-O-Power Conversions for all model Ford and Jeep engines. Free catalog. Lehman Manufacturing Company, 972F Broad Street, Newark 2, New Jersey.

FORD, MERCURY and JEEP

Engines are easily converted with OSCO's world famous CONVO kits and gears. Deluxe catalogue 25c (coin). Osco Motors Corp., 3627-PM Lawrence St., Philadelphia 40, Pa.

FOR SALE: New, used and rebuilt marine motors. 2 to 500 hp. gasoline and diesel. Complete stock list of popular models. Write for FREE Catalog 170 covering conversion equipment, propellers, reverse gears, fittings and supplies of all kinds. STOKES MARINE SUPPLY, Dept. 11, Coldwater, Michigan.

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Build your own marine engine with FEDERAL Conversion Kits for Jeep, Ford, Mercury and Lincoln blocks, 60-200 H.P. FEDERAL MARINE MOTORS, 9011 Cottage Grove Ave., Chicago 19, Illinois.

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Send U.S. Funds or inquire of International Flattie Yacht Racing Association, 5554 - 56th Street N.W., Seattle 5, Washington

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Brand new engines completely marined—Cadillac 210 hp—\$1296. Willys Jeep—\$550. Ford V8—\$710. Also Chrysler V8 and Ford 6. Cast iron watercooled manifolds for various engines at low prices. Paragon reverse and reduction gears and parts. Beautiful instrument panels at \$25. Pumps—all types. Oil pans for marine work. Automatic heat regulators. Everything for your motor. 20 years' experience. Write for pamphlets. Tell us your wants.

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FOR SALE—38 ft. cruiser from designs by John Alden, mahogany planking, oak frames, twin Chrysler Crown reduction gear engines, automatic pilot, capable of cruising coast or Alaska. A. Watkins, 604 Academy, Kelso, Wash.

50' "GLOUCESTER" SCHOONER, new hull skeleton ready for planking, \$1450. or best offer or trade! Art Larson, 214 - 32nd St., Newport Beach, Calif. Harbor 2344-W.

FOR SALE Storm Jib, 41-foot hoist. New. Jack Paschall Jr., 65 N. Madison, Pasadena 1, Sycamore 60219.

17' THISTLE

20' HIGHLANDER

Quality boats for discriminating sailors. Light, sensitive, and phenomenally fast, yet roomy enough for comfortable day sailing with the family. Available in kits or any stage of completion desired.

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Hidden Treasure

Beautiful wooded, privately owned island for sale. 65 enchanting acres. 1 1/2 hr. drive from Victoria, B.C. Country farm estate. Abundant water. Snug harbor with lovely white beach. Grand salmon fishing. \$16,500.00. Write owner today: David Conover, Ganges, B.C.

24' x 7.67' x 4' sloop with 4 HP Hallin auxiliary. Galley, head, three bunks, large cockpit, sleeps two additional. Excellent for cruising. Lloyd Niedhamer, 906 Twelfth, Bellingham, Washington.

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BILGE PUMPS—All brass, Navy Bulkhead type, 1 1/2" outlet.....	13.00
BLOWERS, explosion proof, engine room, 6-12 volt.....	12.00
HOT WATER HEATERS, 6 volt, gasoline fired, new.....	10.00
TUG BOAT MOTORS, New, 9 to 1 reduction Chrysler.....	850.00

WASHINGTON K-D BOAT CO.

Quent Williams, 12 D St. SW, Phone 1575J, Auburn, Washington

Twin Disc—Gray 6-71 G.M. Diesel motors—one only 1-1, one only 1 1/2:1 reduction gears. Completely rebuilt. New motor guarantee. \$2400 each. Stockton Boat Works, 311 E. Main St., Stockton, Calif. Phone 8-8511.

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SAIL AROUND THE WORLD in the "SCHOONER BLACK DOG"

58' x 15' x 7 1/2': built 1948 for world cruising. Fully found. Leaves Victoria B.C. December 1st, 1953 for San Francisco, Hawaiian Islands, South Seas and on around the world in 18 months. Want expense sharing shipmates. Write W. Teller, P. O. Box 482, Victoria, B. C.

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65' SEAGOING TWIN DIESEL CRUISER

One of the finest yachts of her size on the West Coast to be offered for sale in a long time—a real man's boat built for long, offshore cruises. Two G.M. Diesels, 165 HP ea., give cruising speed of 11½ knots—1600 mi. range—fuel consumption eight-tenths gal. per mi. at 10 knots. Newly redecorated accommodations for 7 guests, 2 crew—3 electric toilets, tiled shower, bath. Finest of equipment, including RCA Radar, 2 ship-to-shore radios, A.D.F., Fathometer, 2 deep freezes, large refrigerator, 15' inboard launch, dinghy. Many other special features for comfort and safety. Dimensions: 65' x 15' x 5' 4". 34 tons net. Shown by appointment. For further information contact Ed Richardson.

RICHARDSON YACHT ANCHORAGE

EILEEN RICHARDSON, Broker
Box 35, Balboa Island, Calif.

1411 Bayside Drive

ED RICHARDSON, Salesman
Phone: Harbor 369

SAIL

55' Diesel Motorsailer, ketch rig, new sails '51	Offer
50' Aux. Sloop, very good cond., st. st. rig.	\$ 8,500
42' Aux. cutter rigged motorsailer, blt. '45, perfect condition	23,000
40' Deep water cruising ketch, very roomy. New sails included at	16,500
40' Aux. 1948 Cutter, inboard rig, teak decks	16,500
37' Husky Aux. Cruising Ketch, "Spray" type hull, xint condition	11,000
37' Hanna Ketch, blt. 1948, 54 HP Diesel eng., very clean	11,000
35' Aux. Ketch, Schock design, blt. 1935, gd. sails	11,000
32' Aux. Yawl, very well blt., 2 suits ex. sails. PC #12, excel. sails, brt. wk. just refin.	9,750
29' Norwegian blt. Dragon Class Sloop, new sails, refinished	2,900

Several smaller cruising sails and class boats.

POWER

117' Twin Diesel Steel Yacht, accommodates 10 guests, 4000 miles cruising range, very good equipment, fine condition	\$85,000
65' Twin Diesel Cruiser, spacious accommodations for 14, top condition	40,000
65' Fantail Cruiser, new tanks, very livable, good condition	Offer
50' Older Matthews, '48 Gray 150 HP, husky	12,000
50' Chris-Craft "Catalina", '51, Twin 160 HP engines, excellent	48,000
49' T.S. Fly Bridge Cruiser, dual controls, gd. equipment	22,500
42' T.S. 1947 Truscott, Royals, Fly. Bridge, completely equipped	24,000
42' 1952 Chris-Craft Commander, two 160 HP C-C engines, blt. to owner's specifications, only 250 hrs., better than new	30,000
40' 1949 T.S. Dbl. Cabin Chris-Craft Sedan, very good	22,500
40' Chris-Craft DCEB, 1948, two C-C engs. new '52, very clean	19,500



FOR SALE

Fast, able, comfortable sloop 38 ft. overall. Designed by Ted Geary, built 1937. All teak deck, stainless steel gas and water tanks, stainless steel rigging. Universal Utility Four, new in 1948. New Orlon sails, dinghy, soapstone fireplace, Butane for galley. Sleeps four. General condition excellent. 6 ft. 4 in. headroom.

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Harbor 0771

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Telephone BEacon 6093 or 5373

24' Aux. Sail	\$ 2,500.00
19' Chris-Craft Riviera	2,150.00
18' Essandee inboard express, 33 mph	3,300.00
22' Chris Sportsman	2,750.00
23' Chris Express—3 to choose from	4,000.00
25' Chris, overnighter T.S.	5,000.00
26' Higgins sedan, slps. 4	6,000.00
26' Higgins, sleeps 2, T.S.	6,000.00
35' Elco T.S. Sedan	17,000.00
38' Family cruiser, excel. cond.	7,000.00
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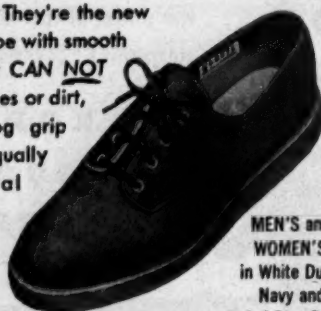


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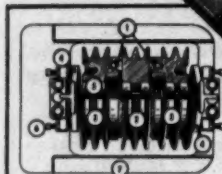
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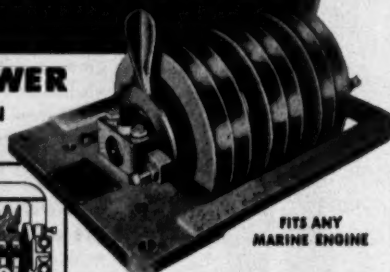
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DIRECTION FINDER OPERATION

(Continued from Page 28)

same frequency may tend to indicate more than one direction or fail to give a satisfactory indication of direction. Stations operating on clear channels will always give the most satisfactory results.

From the above we can select the stations that should give us the most reliable results.

If we are operating in the area covered by Chart No. 5101 (San Diego to Santa Rosa Island) we have three low frequency marine radio beacons: Anacapa Island 286 KC (X), Los Angeles Harbor 286 KC (W) and Point Loma 286 KC (C), in continual operation. Long Beach Harbor 296 KC and Newport Bay West Jetty 312 KC operate only when the fog signal is in operation.

Supplementing these near the coast we have three low frequency Aero radio range stations: Inglewood 332 KC (LAX), El Torro 440 KC (NZJ) and Oceanside 323 KC (OCN).

Of the broadcast stations, clear channel radio station KFI (640 KC) and KBIG Avalon (750 KC) are probably the most useful, both being located on the chart and covering the area with a strong signal.

While at dock, first check the balance of the loop (both nulls should be identical) and read the various beacon stations, broadcast stations and a higher frequency station such as the local shore station, which in my area is KOU (Lat. N. 33°-43'-40" W 118°-20'-07"). My direction finder, aboard the *Monitor* at Balboa Yacht Basin, checked the low frequency marine beacons within a couple of degrees. Higher frequency stations checked as follows: KECA (790 KC), 4° error; KNX (1070 KC), 6° error and KOU (2600 KC), 6° error. These errors were noted on reading stations off the port side of the boat, while KFI (640 KC) off the bow was read with no appreciable error.

4. Other factors affecting accuracy.

The results noted were to be expected as the true direction in which radio waves are traveling will be obtained only when the point of observation is remote from metal objects. Passing waves striking wires and other metal objects induce currents that produce induction and radiation fields, which, when combined with the fields of passing waves, result in a distortion of the wave front in the vicinity of the object. In my case the ship's transmitting antenna, the wiring for lights, etc. along the top and sides of the cabin, etc. and possibly the metal of adjacent ships were probably responsible for the deviation.

From the above it is apparent that the location of the Direction Finder in relation to the metal objects on the

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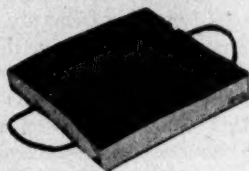
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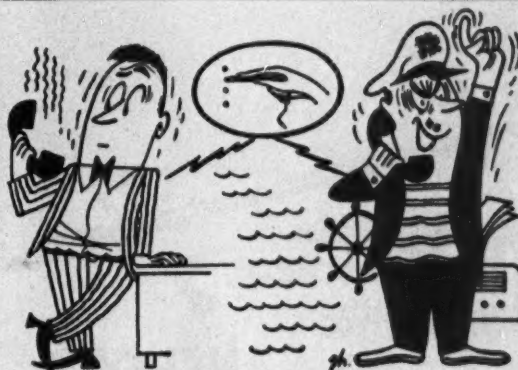
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boat as well as the direction of the transmitting station in relation to both the Direction Finder and the metal objects, can produce errors.

In addition to testing, at the dock as mentioned before, while at sea stop the boat and read a station with the bow, portside, stern and starboard pointing toward the station by rotating the boat, repeating the readings several times to average the error in readings. It is suggested you check at least two low frequency beacons and two broadcast stations you might use in the future, say KBIG and KFI. The readings should all check within a couple of degrees.

You may find the beacon stations to be quite accurate and the broadcast stations off a few degrees. In any case you get an idea whether the errors, if existing, are large enough to worry about. If you find the errors are appreciable, it might be well to check with your radio service man about relocating your Direction Finder, or other remedial measures. These men usually have had much experience in this sort of thing and can give very practical advice.

If no better location, etc. can be secured you must live with the errors, and a deviation chart may be prepared in the same manner as a compass deviation chart.

5. *Preparing deviation charts.*

To prepare this chart you must know your position in reference to the transmitting station. For instance, a line drawn between the El Torro station (NEZ) and the Newport Jetty gives a course 190° (reading on Direction Finder 10°) out of the Jetty. Proceed out a few miles on this course, stop the boat and read the bearings on the station at 45° intervals, i.e. 0°, 45°, 90°, etc. through 360° by rotating the boat. This will give a correction increment for the particular station and frequency range. In general this should hold for the other low frequency beacons. The correction will not necessarily hold exact for the higher frequency broadcast stations and it might be well to prepare a chart of the ones you ordinarily use, say KBIG and KFI. Near the Jetty KFI should read 324° and KBIG should read 221°.

6. *Multiple readings reduce errors.*

We assume now you know the accuracy you might expect from your equipment. A two bearing "fix" will give you your location provided no errors are made. A three bearing "fix" will check a two bearing "fix" and as your reading will usually be off a few degrees, especially in rough weather, a triangle will be formed at the intersection of the three bearings. If this triangle is small you average your errors somewhat by assuming your location to be the center



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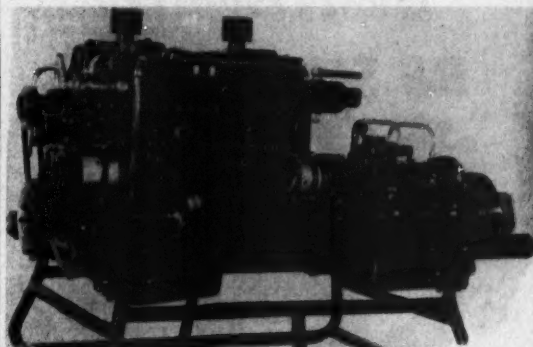
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of the triangle. If the triangle is large, indicating appreciable error, it is suggested the readings be repeated and if they do not coincide reasonably it is suggested plotting a bearing to a fourth station, in which case three will probably check.

7. Time and labor saving map.

On our local Chart No. 5101 I have plotted a "rose" on each station I use, extending lines at 10° intervals across the map using a different color for each station. In addition, I have extended the bearings out of Newport Jetty at 5° intervals. With this map no straight edge or protractor work is necessary, jot your bearing down, look at the map, know where you are and select the course home.

To facilitate a quick reading a small marine compass may be mounted in the loop as shown by the photograph. This gadget is especially handy when locating another boat. With the loop in the "sense" position swing to a max reading on the "R" meter and read the compass. With a little practice this is a matter of seconds.

This compass location must be free from magnetic influences and should check with your ship's compass in all positions. Check this carefully as radio speakers, "R" meters, etc. have strong permanent magnets and the service of an experienced technician might be required to relocate or magnetically shield some of the radio's components.

While the foregoing has been illustrated by using Chart No. 5101, the same processes can be applied to charts covering San Francisco, Seattle and other areas.

A VERY SMALL DIESEL CRUISER

(Continued from Page 31)

The Evans weren't thinking of the entertainment field and Jimmy Durante when they called this new boat the *Jimmy D*. Industry usage, more than in the pleasure field, has developed a complimentary slang for the GM's by referring to them as "Jimmies." The "D," of course, stands for "Diesels." However, there will be plenty of show and entertainment when the *Jimmy D* makes some of her early runs. Plenty of onlookers, too.

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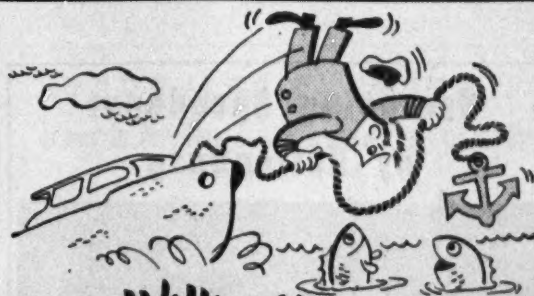
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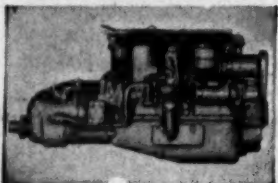
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A RACING-CRUISE SLOOP

(Continued from Page 32)

table. The table will let down so that addition of a fitted pad will turn this settee-table space into a double berth. The backrest will raise. This becomes a single, upper berth.

The galley is on the starboard side and includes range with food firebox for cabin heating, an ice box, sink and probably a small deep-freeze. There will be a takeoff on the auxiliary engine to carry this extra generator load for the refrigeration.

Headroom of 6 feet, 2 inches in the cabin is gained by a glued construction that eliminates deck beams in the cabin area. The deck support at the point of elimination will be supported by the bulkheads. There are no deck beams in the house top either. Glued construction with heavy plywood, coated with Glass-Fiber products Fiberlay, will take care of the decking over the house.

The hull will be of Philippine mahogany. Wedge seams will be used above the waterline.

This 38-footer will run 26 feet at the waterline. She will carry a large sail area suited to Northwest waters. In fact, the design is specially for Puget Sound and Northwest cruising and racing with emphasis on family cruising. The mast will be stepped-in on deck, eliminating the base of the mast coming through the cabin. Additional berthing will be carried forward making room for five. As Phil Spaulding puts it, "When I build one like it for myself in a year or two my family of seven can be accommodated by two of the boys sleeping in the cockpit under a special tarp."

There will be some structural lamination. The keel, stem and horn timber will be laminated oak from the lamination shop of Bellingham Shipyards.

While Philip Spaulding is spending much of his working time these days on commercial work, this particular boat is a most pleasant chore for him.

Bob Lamson of Co-Star sat in on the discussion of the plan ideas. He, too, plans to someday build this sloop for himself. George Spaulding is managing partner of Co-Star. Craig Spaulding is yard foreman and Ken McKee is joiner foreman.

SAWYER TO DRIVE SLO-MO

(Continued from Page 35)

three broken ribs as evidence of the accident.

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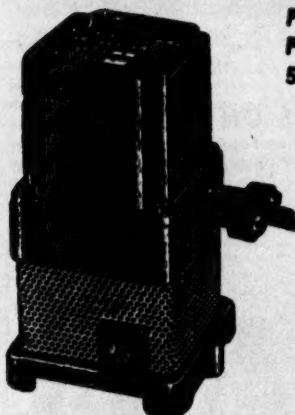
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Last April, Rex's picture got in this space. At least it was supposed to be Rex—but even his best friends wouldn't know him from that picture. So here's a better view of Rex—our Vice-president and general manager.

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The Lake Chelan Lions Club announces further plans for its big Marathon on Lake Chelan, Sept. 6. This year, in addition to the open classification race, there will be run at the same time an outboard-only event. Racers of these boats will declare, before the race, which event they choose to run in. The type of weather will probably control the choice. The outboard prizes will be \$200, \$100 and \$50. The open class prizes will be \$300, \$200 and \$100. While the marathon is in progress, there will be heat races on a half-mile course at the lower end of the lake, with trophies as prizes.

SEASON OPENS ON THE BAY

(Continued from Page 37)

Dorr Mott were some of the past commodores who were honored at this event.

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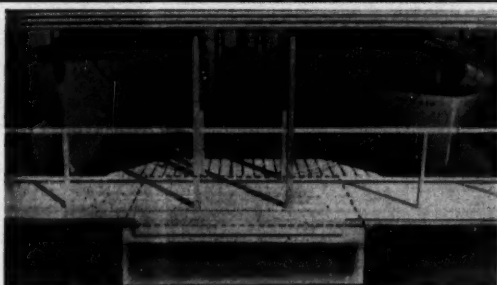
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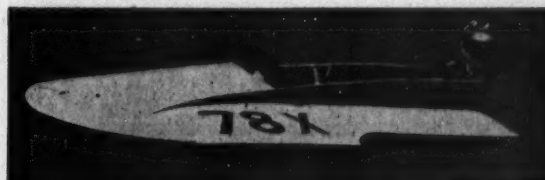
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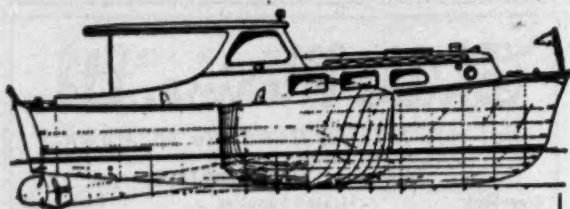
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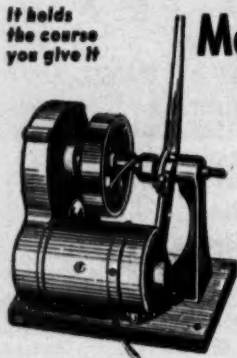
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than 150 Oakland school children have signed up for sailing instructions under their program, sponsored in conjunction with the Oakland Recreation Commission.

The Oakland Yacht Clubbers are still leading the gourmet parade, with their steak and spaghetti Opening Day dinner on April 25. It is reported that Joe Banzi will have the *Mytoy* sailing this summer.

The Golden Gate Yacht Club, on April 4, was host to the San Pablo Yacht Club. The ladies' auxiliary, as usual, took over the culinary duties and turned out a wonderful repast. The club will give material assistance to the Pacific Coast Yachting Association during the coast regatta.

The Palo Alto Clubbers started their Opening Day festivities on April 12 with gin fizzes and a parade. The boats of the club formed behind their Commodore's flagship and passed in review before the clubhouse.

The South Bay Yacht Club was host to the Pacific Interclub meeting on April 6. The club looked in remarkably good condition after surviving the winter floods. The food and drinks were in keeping with the tradition of hospitality that this club has always held. The local Sea Scout unit took over the mess hall duties for that night.

The Elkhorn sailors are preparing for their annual race and regatta on July 4. They now have plenty of berthing space and modern clubhouse facilities to take care of the participants. They have planned a very entertaining program for all who attend.

The yacht clubs of the delta region are making ready for the huge flood of visitors, which will begin sometime within the next month. These clubs are popular rendezvous spots for the bay area sailors as they cruise to the tule land. Sacramento Yacht Club will be host to the Pacific Interclub in June.

APRIL IN BALBOA

(Continued from Page 38)

lose on the number of races Rollins finished ahead of him in the series! Close!

Voyager's Yacht Club conducted their ANNUAL SAN CLEMENTE ISLAND RACE with a large turnout of Newport-Balboa boats; unfortunately the winds died during the night after two days of racing and many of the skippers had to return to work on Monday morning, so that only a handful managed to finish. Defenders *Santana*, *Suomi* and *Kitten* were leaders most of the way around the 145 mile grind.

The Harbor is now the proud possessor of those strange eight-legged animals called rowing shells and once again

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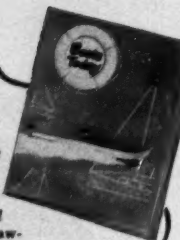
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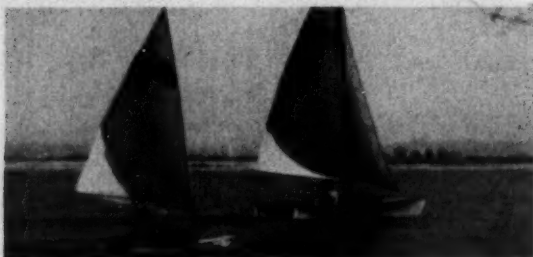
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the inhabitants are becoming accustomed to the barks of crews and the knocking of the cox's beat on the sides of the streamlined craft as they sweep majestically down the Lido Channel, which seems made to order for the crews. So far Stanford is the winner of all events over USC and UCLA, but California is yet to be reckoned with. The Harbor Master is about ready to move into his new quarters next to the new Coast Guard Base near Balboa Yacht Club. Bill Severence is back at South Coast after an enlightening and enjoyable trip to Nassau, where he sailed with George Fleitz against the top skippers in the world today, the International Star finalists. Bill said that even George who seems unbeatable was on his mettle in this company. Carl Chapman is back from his cruise to San Francisco on the *Ariel*. Chapman is rushing to completion the work on *Bagatelle* and meanwhile the new motor sailor of Don Tyler's the *Porpoise*, is taking form at his yard. 10,000 yellowtail are to be marked by the California State Dept. of Fish and Game. Balboa fishermen hope they get a chance to find a lot of the fish come warm weather.

Balboa Yacht Club's EASTER REGATTA was its usual success with a large turnout, excellent Race Committees and both a Senior and Junior Dance. Dick Deaver sailing his *Challenge* newly purchased from Tom Long won the Regatta with a 1st and a 3rd. Mike Burke had two 2nds and Fred Smales had a 1st and 4th to make it a really close event for the 14 PC's competing. Tom Myers had a 1st and 3rd to edge the rebuilt *Witch* of Strat Enright in the 10 boat RHODES 33 fleet. Harry Bourgeois showed his veteran's skill by taking two 1sts in easy style in the 9 boat STAR turnout with his *Wench III*, recently purchased from George Fleitz. These victories were spectacular, but the real battles were in the 15 boat SNIPE and INTERNATIONAL 14 classes, where a whole gang of crack skippers had at each other in a three race series. Bob Savage of BYC in *Chili Pepper* finally topped such good ones as Peter Gales, John Ferrier and Bill Lapworth (all former World's Champions). The "hot" Snipers were shown the way by the former Snowbird wizard Tom Frost in *Goggal*, but only after a terrific battle with Marty Burke, Buster Hammond, Terry Gloege, Judy Graye and Phil Ramser. Other winners in the 136 contestants:

Class	Number	Entered Boat	Skipper
Luders	6	Breeze	Ray Pearson
Viking	4	Eve	Jim Ramsay
Mercury	8	Chief	Bill Hesnault
Albatross	3	Espineta	H. W. Thorne
Firefly	4	Slipstick	Neal Allen
Sabot	8	Tomabawk	Jerry Thompson
Snowbird	7	Little Corky	Nancy Corkett
Lightning	4	Follow Me	Dan Sheppard
Rainbow	5	No See Um	Jerry Simonis
Flattie	6	Stat	Art Thompson
Penguin	7	Tina	John Biby



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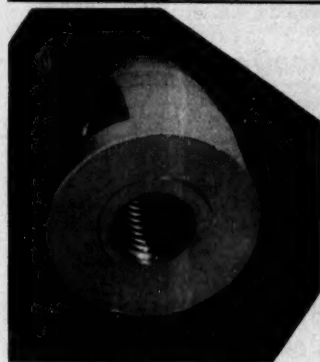
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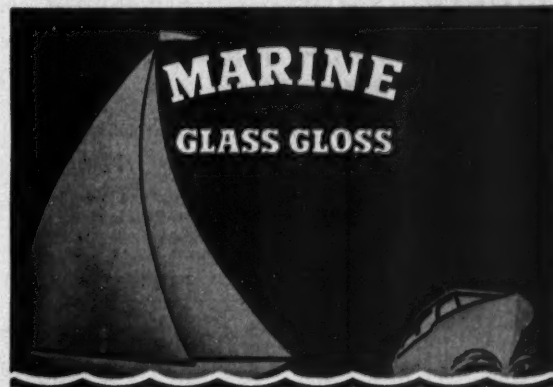
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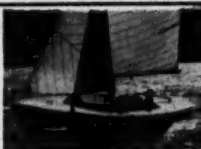
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INDEX TO ADVERTISERS

A	Adams Marine Service.....74	Dole, W. H.....96	Lighthouse Yacht Landing.....70	Royal Stair Cushion Co.....91
	Albina Engine & Machine Works.....80	Douglas Fir Plywood Ass'n.....91	Lorenz, Fred.....94	Ryan Boats.....93
	Allied Products Engineering Corp.....91	Drake Craft Boat Co.....80	M	S
	American Marine Paint Co.....54	E	Marina Mart, Inc.....91	Schenck, Fred.....73
	American Yachtsmen's Association.....90	Evirade Motors.....2	Marine Office of America.....20	Schock, W. D.....74
	Andrade & Co.....63	F	Marine Products, Inc.....85	Service Afloat.....94
	Angelman, Hugh M.....95	Fairships Marine Enterprises.....95	Mathers Supply Co.....95	Shell Oil Co.....16
	Atlantic-Pacific Mfg. Corp.....81	Fellows & Stewart.....64, 71, 90	Matson Lines.....15	Shepherd Marine.....11
	Auto Engine Works.....91	Firemen's Fund Group.....62	McConnell, Clay.....95	Shoals Ski Co.....79
B	Balboa Yacht Basin.....55	Flag Shop, The.....94	McLwaine Canvas Co.....78	Simmerer, E. R.....96
	Balboa Marina.....77	Founder's Insurance Co.....3	McKinney, H. G. Co.....6	Sinshoffer, Herbert.....94
	Basin Shipyard.....55	Freeman's, Doc.....90	Meachem, George J.....94	Smith, Charles E.....87
	Bay City Boats, Inc.....89	G	Medina, Jerry.....6	Smith, Robert A.....96
	Beecher's Yacht Brokers.....94	Garelick Mfg. Co.....83	Mercury Boat Co.....81	Smith's Big Market.....57
	Bendix Aviation Corp.....85	Geary, L. E.....96	Mercury Outboard Motors.....78	Staats, Robert V. Co.....93
	Pacific Division.....85	General Insurance Co.....78	Merriman Bros.....78	Standard Oil Co. of Calif.....12
	Beyer, Percy H.....91	Glass-Fiber & Plastics Supply.....81	Metallic Coatings Corp.....93	Stanley Marine Products Co.....93
	Bit-Rite Sailmakers.....95	Glasspar Co.....56	Metal Marine Pilot.....90	Stay-Tite Products Co.....88
	Binocular Instruments Co.....95	Globe Nautical Instrument Co.....95	Michaud, George Co.....72	Stockton Chamber of Commerce.....59
	Blanchard Boat Co.....95	Godfrey Prop. Adj. Corp.....89	Michigan Wheel Co.....78	Strickland, Frank E.....96
	British Columbia Gov't. Travel Bureau.....61	Grandy Boat Co.....82	Moffitt, Lucian Q., Inc.....67	South Coast Co.....59, 69
	Brown, Andrew Co.....61	Grenfell, Thornton E.....96	Monk, Edwin.....96	Southwest Instrument Co.....95
	<i>Outside Back Cover</i>	Griffith Marine Line.....79	Mutual Telephone Co.....83	Sperry Top-Sider.....58
	Bryant's Marina.....50	H	National Supply Co., The.....5	Sudbury Laboratory.....49, 93
	Byrne, B. W.....87	Hall-Young Co.....88	Nautical Radio.....94	Sunde & D'Evers Co.....84
C	Cambridge Rubber Co.....80	Harbor Marine Radio.....94	Newmark's Yacht Center.....74	Sutton Mfg. Corp.....87
	Cass & Johanning.....1	Hart & Burns, Inc.....67	Newport Supply Co.....86, 94	Sweet, Clark.....73
	Champion Boats.....89	Hebgen, B. H. Co.....79	Nordberg Mfg. Co.....94	T
	Castle & Cooke, Ltd.....61	Hiller, Paul W.....87, 92	<i>Inside Front Cover</i>	Tacoma Boat Mart.....94
	Charles, John C. Co.....18	Hirsch's Beacon Landing.....74	Norgaard, L. C. & Associates.....96	Tee Nee Trailer Co., The.....85
	Child's Marine, Ltd.....89	Hirth Harbor.....74	Norm's Western Marine Supply Co.....95	Thomson Machine Works Co.....86
	Chris-Craft Corp.....7, 9	Holland Boat Works.....90	Northwyn Sailmaking Co.....95	Trident Traders.....93
	Chris-Craft Sales.....74	Honolulu Iron Works.....89	Nunes Bros.....94	Triple A Specialty Co.....13
	Chrysler Corp.i>Inside Back Cover	Hopton, Charlie.....77	O	U
	Chubb & Son.....65	Hunt, H. R. Putty Mfg. Co.....90	Oregon City Marina Mart.....94	Universal Motor Co.....92
	City Yacht Anchorage.....74	Hunter Boat Corp.....55	Owens Yacht Co.....17	U. S. Electric Plants.....95
	Coast Mfg. & Supply Co.....68	I	P	V
	Colonial Yacht Anchorage.....95	Inter-Island Travel Service.....79	Pacific Marine Supply Co.....57	Varalay Boat Works.....95
	Columbian Bronze Corp.....91	International Motors, Inc.....83	Pacific Sailmakers.....95	Vesaja's Marine Supply.....63
	Condon, M. L. Co.....89	International Paint Co., Inc.....21	Pacific Telephone.....81	W
	Cowell Co.....84	J	Perkins Marine Lamp & Hardware Co.....88	Wakefield, Earle C.....75
	Cox, Cliff.....94	Jennings, Staff.....85	Perry's Boat Harbor & Dry Dock Co.....93	Washington Boat Center.....84
	Critser's Don Oregon City Marina Mart.....94	K	Petit Paint Co.....4	Watts, Kenneth E.....95
	Custom Hydrocraft.....92	Kendall, J. B.....89	Pt. Loma Anchorage.....73	Weeks-Howe-Emerson Co.....92
D	Dawson Construction.....89	Kermath Mfg. Co.....63	Portable Light Co., The.....93	Westlawn School of Yacht Design.....94
	DeFever, Arthur.....96	Kettenburg Boat Works.....86	Q	Wheeler Shipyard Co.....10
		Kintz, C. A.....74	Quarter Deck, The.....82	White, Wilfrid O. & Sons.....92
		Kover Kraft, Inc.....94	R	Wilcox-Crittenden.....82
		Kuhls, H. B. Fred.....65	Rapp, John G. Co.....66	Wilmington Boat Works.....75, 83
		L	Red Wing Motor Co.....93	Wilson, Kenneth E. & Co.....6
		Lapworth, C. William.....96	Richardson Yacht Anchorage.....77	Wing Sang.....74
		Larson & Sutter, Inc.....94	Roberts, Ken Products.....94	Woolsey Paint & Color Co.....47
		Lauson Co., The.....60		Wright, John & Sons.....95
		Lido Peninsula Shipyard.....94		Y
				Yacht Haven.....6

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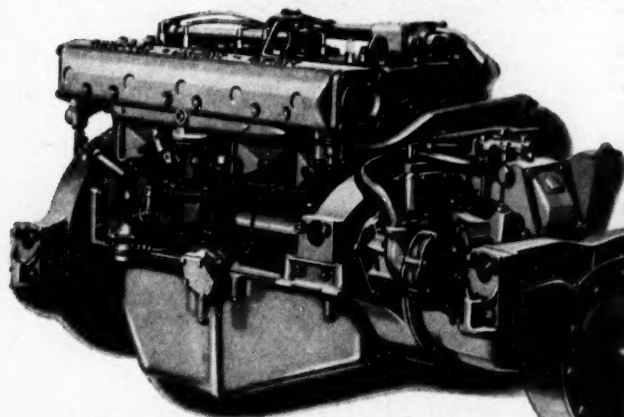
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